The Outlook

JANUARY 31, 1923

THE CASE OF THE REV. PERCY GRANT

ON Sunday, January 21, lower Fifth Avenue, New York, in the immediate neighborhood of the Church of the Ascension, was filled with people vainly trying to go to church. The next day the newspapers of the city filled columns with reports of the sermon preached that day by the rector of the church and with reports of the circumstances under which it was preached.

The most obvious observation on this event is that the Church is still very much alive. Although in some places and to some degree the Church may have lost its hold upon people, it is evident that under some conditions the Church may become the center of intense popular interest and the subject even of timely news.

In this case the occasion for the interest was the demand by the Protestant Episcopal Bishop of New York, the Right Rev. William T. Manning, upon the rector of the Church of the Ascension, the Rev. Percy Stickney Grant, to withdraw from the ministry of the Church because of views he had expressed.

Undoubtedly a great many of those in the throng at the church on that Sunday were there simply to satisfy their own curiosity; but a great many were there because they were supporters of the rector, and a great many were there because they were vitally interested in any issue in which the Church was involved.

With some of the opinions which Mr. Grant has expressed and which are associated with his name we do not agree. Indeed, even among those who are leaders in the liberation of religious thought from unsound tradition Mr. Grant's opinions have not been generally regarded as of great weight. The question, however, which has arisen is not solely or chiefly the merit of Mr. Grant's views.

One question, it seems to us, has already been decided, and decided rightly. If Mr. Grant is to be removed from his charge and from the Episcopal ministry, it is clear that it will be as a result, not of arbitrary authority, but of open trial. In this respect Mr. Grant's case differs radically from that of the Rev. J. D. M. Buckner. There is no indication that the authorities of the Episcopal Church are to proceed except in accordance with the means provided by the Church for a full and fair hearing of the case.

If there is to be a heresy trial, it is not likely to be productive of much good. Heresy trials in these days have two disadvantages, as The Outlook has had occasion heretofore to point out. In the first place, heresy trials differ from ordinary trials in that the court is not selected before the issue is raised, but afterwards. Therefore the case brought before it is not submitted to impartial judges, but to those who have already made up their minds. In the second place, heresy trials generally bring advantage to no one but the accused. To repeat what we have said before, once heretics were burned; then they were spared, but their books were burned; nowadays, the only effect is to give the books a wider circulation than ever.

If Mr. Grant is tried, we do not believe that any one will be convinced who is not convinced already. Doctrinal controversies under such circumstances have little effect except to caution the timid against expressing their views. The best way to deal with those whose views are unbalanced is to leave them to the conscience and intelligence of the people who constitute the churches. This, it seems to us, is the way which is sanctioned by the earliest practices of the Church, and which has proved to be the best throughout all the Church's history.

IS A COTTON FAMINE IN SIGHT?

NEARLY two generations have passed since the United States felt the pinch of a cotton famine. Now, according to the Federal Department of Agriculture, we approach it again. The boll weevil, the boll worm, and reviving demand from a cotton-hungry world have reduced our visible supply of raw material to the danger-point.

All that we have to do to make certain of a cotton famine within the next five or six months, the Department announces, is to continue drawing on our stocks at the present rate of consumption and export.

"Should consumption by American mills and exports continue at the present rate," says the Department, "it is estimated that the supply in the United States will disappear before next August."

The crop of 1923 will not be available for use before the early fall, and much of it will not be available then. What would happen if the last bale of the present stock should be fed to the maw of demand, at home or abroad, before the new supply becomes available?

The great textile industry would close down, of course, so far as cotton is concerned. The price of the raw material, already nearly double the average price of last year, would shoot to still dizzier heights. Tens of thousands of workers would be without work. Prices for cotton fabrics of all sorts, from gauze to cord for automobile tires, would soar like a sky-rocket into the blue sky. The entire country would suffer in countless ways.

It seems inconceivable that the Nation should run short before harvest of its third main crop. Yet "American cotton mills are well filled with orders ahead," the Department's announcement continues, "and Great Britain, France, Italy, Spain, and Belgium have taken more cotton so far this season than for the corresponding period last year. Germany has taken about 125,000 bales less than last year, and Japan and China nearly 300,000 bales less."

In terms of dollars, cotton vaulted over wheat into third place among American crops last year. The value of the 1922 cotton crop, surpassed alone by corn and hay, is estimated by the Department at slightly less than $1,200,000,000. Cotton fetched nearly half as much again as the wheat crop. Prospects for 1923 are for a greater crop than last year—though here again enter boll weevil and kin as x of the equation—with a probable price recession because of greater supply.

Certainly it would seem that the Nation's cotton field is large enough. If we were to strip an area equal to the State of Pennsylvania of all cities, towns, buildings, woods, and every other growing thing, and then treat similarly another area equal to the State of New Jersey, and then make of them both an unbroken field of cotton, we still should have to borrow a few thousand square miles from the neighboring State of New York before we could say, "Here is the size of our cotton patch."

Over the equivalent of all that area

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the natural enemies of cotton wreaked their destruction last year. They pulled down the yield to 141 pounds (or about one-third of a bale) to the acre, a decrease of more than twenty-five per cent from the 1920 average.

The weevil sleeps in the soil over winter. The bite of cold reaches the sleeper's vitals. The greater the cold, the greater the slaughter. The milder the winter, the greater the survival of the pest. Nature, therefore, is making now, in the sterile months of the year, the dimensions of the next cotton harvest.

What a choice! Shall we look at the coal-bin or the cotton crop as we take what winter brings?

RESTORING THE RAILWAYS

Some of the chief executives of the country's leading railways see in the industrial stir of to-day the greater prosperity of to-morrow. The lean years seem to be passing; the fat ones seem on the way. And these men of foresight are preparing for what they call the big pull of 1923—the pull of freight in growing dimensions as the year progresses.

Nine of these railway executives have recently announced their buying plans for the year. They include the purchase of more than 37,000 freight cars to replace the disabled vehicles which must be retired and to bring their equipment up to a standard which will enable them to deliver the goods offered them. These nine roads and two more have announced their intention to purchase, in addition, more than 800 locomotives this year—about one-third of the entire number ordered and installed in 1922 on all the transportation lines in the country.

The Inter-State Commerce Commission either received or approved during the first three weeks of the new year applications for the issuance of securities to finance equipment purchases to the total of $30,000,000. These applications did not include the Pennsylvania Railroad's announced plan to purchase 300 new locomotives during the year.

On the basis of these purchases and the betterment programmes now being worked out by other carriers, an unofficial estimate is made that total purchases of railway equipment plus additions to terminals and trackage will cost the roads between $750,000,000 and $1,000,000,000 during the present year. This would establish the high mark for ten years.

Announcement has been made by 35 railways of trackage extensions contemplated in 1923. The total trackage to be constructed by these roads measures more than 400 miles. For more than ten years the railways have virtually stood still, and the growth thus forecast for the present year—which may reach 1,000 miles when all returns are in—indicates a departure from previous policy.

In addition, the railways have been conducting for the past six months an intensive campaign of repairing bad-order equipment. The latest available report shows that the number of bad-order freight cars has been reduced by almost sixty per cent since last summer.

The lesson of preparedness may have been accentuated by the recent distressing car shortage, which not only curtailed business activity but railway earnings as well. Whatever the impelling cause, many of the carriers seem to have decided to put their houses in order.

LITTLE'S BIG BOOK

Citizens who are not lawyers will be surprised to learn that there has been no digest and codification of Federal laws since 1878. Never before has such a time elapsed in the publishing of a compendium of Federal laws, nor have any of the States (with one single exception) allowed their statutes to go uncodified for twenty-five years. Every lawyer knows what a tedious and intricate piece of work it is to find out what the law of the United States is on any given topic. There has been a general and definite demand for some recognized and authoritative work of the kind needed.

Now Mr. Edward C. Little, of Kansas, who is Chairman of the Committee on Revision of the Laws, for the House of Representatives, has completed such a work and the House has twice approved of the book as valuable and needed. The Senate, however, for some reason or other seems to hang fire on this matter, although a high authority in legal literature, Dean Wigmore, of Northwestern University, has declared: "The state of things has now become intolerable. Since the completion of your draft revision the failure to act has become a disgrace on the part of Congress. The shame of leaving the Federal laws in this condition is no longer excusable on any ground."

To-day, if any one wants to know precisely what the Federal statute law is on any individual point, he cannot be sure that he is right until he has examined minutely thirty-six volumes of statutes. He is lucky if he finds what he wants even then, for many enactments on individual points are hidden away in appropriation bills or under other misleading titles, and even the most accurate and painstaking of indexers of the thirty-six volumes may easily overlook some reference which might be pounced upon greedily by a contesting attorney.

There are many things which ought to be done in the few weeks remaining of the present session of Congress. It is to be hoped that this greatly needed piece of legislation will not be neglected.

SPEEDING APPROPRIATIONS

The present session of Congress is notable, aside from the fact that it is a fourth session, in the accomplishment of at least one commendable feat that so far has failed to attract general attention.

It has made a new speed record in the passage of the appropriation bills. As this is written, somewhat less than six weeks since the beginning of the session, the appropriation bills are further advanced in the process of legislation than they have been at corresponding periods within the memory of man. The House has passed all the bills save two, and the Senate has only four to pass. Bills covering authorizations for the five departments of Treasury, Commerce, Labor, State, and Justice have emerged from the conference stage and are now law.

Furthermore, there has been a tonic absence of the customary tedium of committee hearings, involving the presence of one-fourth to one-third the membership of the two houses. This year, for the first time, the appropriation bills have been handled by one committee in the House and one in the Senate. The celerity with which the bills have moved testifies to the effectiveness of the change from the cumbersome methods followed for generations.

But not all the credit for the new record lies in the halls on Capitol Hill. It is true that Congress has given the bills the right of way, but there has been a firm hand on the throttle and a skillful one. The Director of the Bureau of the Budget, General Herbert M. Lord, who, with Presidential direction and support, framed the estimates and told hungry departments and boards how much money they might have to spend next year, has a large share in the honor.

It was General Lord who achieved the balanced budget for the first time in American history. The measure of the Nation's receipts was taken so far as expert opinion could take it months ago, and by that measure General Lord cut the cloth of National expenditures. He cut literally—cut more than $520,000,000 under last year's expenses, cut into our

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I CLAIM THE PROMISE

(Two Gentlemen of Verona, Act IV, Scene 4)

Thiele in the Sioux City Tribune

WHEN A FELLOW NEEDS A FRIEND

From Ruy Blas, Paris

"WHAT ARE YOU SEEKING NOW?"
"To see what town we can argue in after Lausanne"

From B. Crampton, Windsor, Ontario, Canada

Reid in the New York Evening Mail

HOW CAN VE GIF YOU COAL VEN VE HAVE NO COAL GOT? FOR REPARATIONS ?
PSST! - VE CAN GIF YOU ALL THE COAL YOU NEED, - FOR CASH - WHAT ?
GERMANY
FRANCE
STINNES GROUP-COAL BARONS
Albert J. Reid

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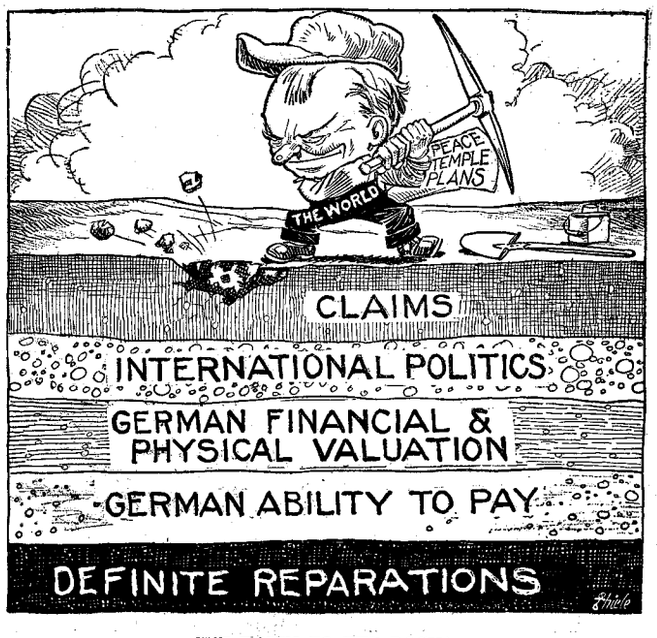
NO COAL,—BUT—

Thiele in the Sioux City Tribune



GET DOWN TO BED-ROCK!

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outgo to the extent of $10,000,000 a week for the entire year.

Our National expenditures come within the compass of our estimated receipts, thanks to months of almost thankless work and painstaking labor. During those months General Lord and his staff heard the plaint of every bureau in the Government. By the exercise of tact, patience, and forbearance they adjusted Governmental appetite to Governmental rations.

When Congress met, the estimates already had been bared to their last detail. There was virtually nothing new to be learned about them. There was little need for more than perfunctory committee inquiry. The bugbear of endless hearings and bickerings had been killed before the first Monday of December.

Two days after the opening of the session the first of the appropriation bills, providing funds for the Treasury Department, was reported to the House. Three days later the House passed the bill, eliminating but one item of $7,500, and changing none of the others. At the end of another three days the bill was reported to the Senate. It was passed the same day.

Three days after the session opened the second appropriation bill was reported to the House. Within a week it had passed both houses. The longest period of time required for the passage of any of the bills, to date, was consumed by the Navy Bill, and that was due, not to the authorizations of the bill itself, but to the Borah resolution, later withdrawn.

All told, these bills carry authorizations of more than $3,000,000,000. Congress is passing them into law at the approximate rate of $100,000,000 for every working day.

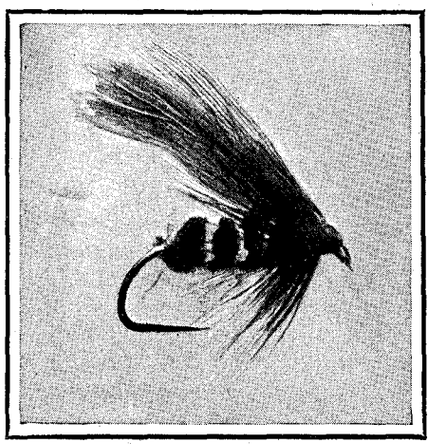
THE BARBLESS HOOK AND THE BUSY BEE

SEVERAL years ago The Outlook began to urge its angling readers to use a barbless hook when fly fishing for bass and trout. We have no little evidence that this campaign, if that word can be applied to an appeal which has been neither strident nor insistent, has borne good fruit.

This last year The Outlook has been actively seconded in its proposal by a new sportsmen's magazine, the organ of a National league of anglers and hunters which has been growing very rapidly. We refer to the "Izaak Walton League Monthly." The League which fathers this publication was founded a year ago by Will H. Dilg. Eight hundred and twenty-three members of the Chicago Chapter of this new League sat down for dinner on January 15 to celebrate its first birthday. Three hundred others were turned away for lack of room. The speakers at this dinner included Governor Preus, of Minnesota, James Oliver Curwood, and Judge J. M. Dickinson, who was President Taft's Secretary of War. Two hundred other chapters of the League likewise celebrated the League birthday by similar, if smaller, gatherings.

The League has a number of plans for the improvement of hunting and fishing conditions throughout the country which are worthy of the attention of every sportsman. They include a war upon stream pollution and a fight for the planting of fish and the development of State game farms and sanctuaries. We are interested to note, however, one result which has already been accomplished. The Wisconsin Fish and Game Protective Association at its tenth annual Convention passed the following resolution, which is the direct result of the League's support of the barbless hook.

> Whereas it is the duty of our Association to lead in fostering more sportsmanlike and humane methods of hunting and fishing;
>
> And whereas many under-sized fish are killed or injured so as to result in death, and because of the force and violence necessary to remove a barbed hook;
>
> Now therefore, be it resolved by the Wisconsin Fish and Game Protective Association, in tenth annual Convention assembled, that we urge each and every member of our organization to give a thorough and consistent trial of the barbless hook, with the request that they report to the Association at its next annual meeting their experiences and opinions in regard to the barbless hook. Will Dilg says, "Even if you lose a few you will feel better by giving the fish a fighting chance."



This is an enlarged reproduction of a fly tied on a barbless hook. Pictures of this particular fly have been published so many times in various periodicals since it first showed itself on an Outlook cover that it was recently dubbed by Will H. Dilg, President of the Izaak Walton League of America, as "that very busy bee."

We have no fear for the result of this trial, for the barbless hook makes a firm friend of every sportsman who gives it a fair trial.

ACROSS THE SAHARA

FRENCH science and enterprise have just won a victory over the Desert of Sahara. Motor vehicles which may be described as part automobile and part tractor of the caterpillar-wheel type have carried through a long-planned expedition with the utmost success. It seems that there is a large tract of the Sahara which has been so difficult of access that it has never been traversed by white men. Yet a practical route through it must be of commercial importance.

The French expedition started from the southern end of the railway that runs through Algeria, and in twenty days made a journey two thousand miles in length, reaching from the Algerian point of departure to Timbuktu. Part of the route was easy of traverse, and stations had been stocked with supplies along this part of the route. For the last fourteen hundred miles, however, the expedition had to carry its own supplies. The cars were so built as regards width of wheel that the weight was distributed equally, and the cars passed over the shifting and unstable sand as easily as a military tank would go along an ordinary road. Not the slightest difficulty was encountered.

The importance of this conquest of the desert is in the fact that it is plain that by using the type of car just employed it will be quite possible to establish stations along the route and to set in motion a system of tractor transport. This in due time will doubtless be followed by a railway, and we shall read before many years of a trans-Saharan passenger and freight system.

African commerce and travel will be enormously facilitated. The greatest gain to be made commercially will be the opening of a direct route between the French-controlled territory on the Congo and Niger Rivers with northern Africa, and therefore with the Mediterranean. The region thus opened up to direct and quick transportation facilities is rich in possibilities, and even now great wealth in African products comes from it, although it must now be carried down long and difficult rivers and when it reaches the Atlantic must be transferred to steamships.

Thus a portion of the earth's surface supposed to be of no value and to have

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no possibilities is to come into active use and value. The region has had no inhabitants except a few bands of brigands. There was some fear that the expedition might be attacked, but no bandits were seen.

France and its explorers will receive from all parts of the world congratulations on this well-planned and well-executed exploration.

AMERICA'S WAR MEMORIAL IN BELGIUM

THE restoration of the Library of Louvain University is to constitute America's war memorial in Belgium. Cardinal Mercier has called this a supreme gesture of the American people.

Under the present plan for completion of the memorial fund of $1,000,000 every college student and every school-child in America will have an opportunity to contribute his mite toward rebuilding the ancient shrine of learning, which will stand in future ages as a tribute to Belgium's resistance against oppression and as a symbol of American redemption.

New York State's quota, for instance, was set at $290,000, and the campaign was launched on December 3, the colleges participating in the movement under the leadership of Dr. Livingston Farrand, President of Cornell University, while the public schools made their contributions under the direction of Dr. Frank P. Graves, Commissioner of Education. During the first two weeks the schools in New York City alone had contributed $15,900 to the fund, only about half of those participating having submitted their reports up to that time. Other States will doubtless rapidly follow the example thus set.

The project to rebuild the Library of Louvain was started in America almost immediately after the building was destroyed by the invading army. Sentiment crystallized in the form of the National Committee of the United States for the Restoration of the University of Louvain, composed of a group of noted Americans. On this Committee were sixteen men who since have died: Theodore Roosevelt, Joseph H. Choate, Andrew Carnegie, Chief Justice Edward D. White, Andrew D. White, Henry Watterson, Seth Low, William Dean Howells, James J. Hill, Charles Page Bryan, Robert Bacon, his Eminence Cardinal Farley, the Rt. Rev. David H. Greer, the Rt. Rev. Henry Gabriels, and his Eminence Cardinal Gibbons.

Before any appeal was made to the general public to contribute to the fund $180,000 was received, and with this the foundation of the new Library was begun. The work of building the lower walls now has progressed up to the limit of the funds in hand.

Dr. Nicholas Murray Butler, President of Columbia University and chairman of the present Committee, said on the eve of the launching of the campaign:

"The whole of America is to be given a chance to be represented in this beautiful memorial. It would be very easy for the Committee to secure the entire million dollars in six or eight large gifts. But we have felt from the outset that a few wealthy Americans should not be allowed to monopolize the privilege of building this Library. We would rather have a million, even two million, small gifts than a few large ones, for in its breadth of purpose and its catholicity of interest it must represent the people of the United States."

DECANTING PEOPLES

UNLESS the Near Eastern Conference at Lausanne sees fit to change its mind, the world will witness the most gigantic double migration of races that ever took place. That in itself might not be injurious if the migration were natural. But it is not natural; on the contrary, it is compulsory. It is proposed to drive all Turks or other Moslems who now live in Greece into Turkey, and all Greeks, not Moslems, now dwelling in Turkey back into Greece. Altogether, probably a million people will be forced to migrate.

There are many objections to such a transposition of populations.

It is impossible to know whether or not the poor people who have thus been driven from their homes will gradually sift back across the border and thus nullify the intent of the scheme.

It is a complete fallacy to suppose that a nation which is built of one race alone is the best kind of nation. All history contradicts this. England and the United States are pre-eminent examples of peoples that grew strong through mingling of races. Examples of the decadence and weakness of nations the peoples of which are of a single race easily occur to mind. Singleness of race is likely to tend to an exaggeration of national pride and to ambition dangerous to a country's peace and prosperity. Segregation of races means segregation of aims and motives.

There is also an objection based on feeling rather than argument. Such a transmigration is not only difficult; it is inhuman. The reader of Charles Reade's "Cloister and the Hearth" will remember that in the travels of Gerard and Denis they met one day in Burgundy a mass of people—men, women, and children—carrying their goods with them and weeping lamentably as they marched. Gerard asked the meaning, and was told by the guards, "*Nous travasons*" (We are decanting). It seems that the "Good Duke" of Burgundy thought that some of his villages had too many people and others too few, so he was "decanting" from one village into another to the advantage of both! "Aye!" said Gerard, "if blood were no thicker than wine!" And as it was in Burgundy **five** centuries ago, even so is it now in the villages of Greece and Turkey. Such decanting is an outrage against human feeling and human nature.

THE FRENCH IN THE RUHR

IT is not easy to get the facts concerning such conditions as exist in the Ruhr Valley in Germany. Nearly every one must see those conditions from one point of view or another. And the points of view from which those conditions are visible are widely separated. One who thinks of the suffering middle classes of Germany (the professors wearing shoes without stockings, the salaried clerks living they scarce know how) and honestly believes that the most important thing in the world is to relieve the sufferings of such people cannot view this seizure of the Ruhr as does one who believes that no peace can come to Europe or to the world until Germany is made to see the folly of her ways and begins to do honestly what she has agreed to do. So the reports from the Ruhr are naturally contradictory.

So far it is evident, however, that the French have carried out their plans with efficiency and quietness and with a sort of determined serenity. They have placed their troops in positions of strategic advantage without flaunting their military forces. It is reported that the French are concerned to discover the extent and obstinacy of the German passive resistance. There has been little or no violence. Within the first week the only casualties reported were not the result of attacks, primarily, by Germans upon the French, but of riots between two German factions which the French soldiers had to bring to an end. Up to January 23 the casualties apparently have been less than have occurred in many a raid of American revenue officials upon moonshiners or bootleggers.

There seems to be, however, no question that the action of France has rearoused throughout Germany a hatred which now may suddenly in any place or at any time flame into a futile passion. There were reports for a while of

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German troops mobilizing against the French; but it was hard to believe that any responsible German official would countenance forcible resistance under the circumstances. The most effectual resistance so far has been a passive resistance. Miners either have declined to work or have done their work poorly; mine operators and owners of industrial plants have thwarted the French in every way possible, and in particular by removing or concealing records. The chief difficulty with passive resistance in the Ruhr is that the effect may be more disastrous upon Germany than upon France. Of the coal mined in the Ruhr all but a small portion goes into Germany to help keep industries going and people warm. In order to thwart France of her allotted share of this coal it would be folly for Germany to cut off her own coal supply permanently. She would be injuring herself enormously in order to spite France slightly. It is of course natural that the French industrialists should desire the Ruhr coal for their industries in Alsace-Lorraine. Before the war the Ruhr and Lorraine were both under German control. Now that Lorraine has come under French control, the coal that Lorraine needs for her iron industries was until recently in alien hands. What France undoubtedly would like, and what it seems to us would be perhaps for the interest of Europe, is to have the whole of the Rhineland become as independent as Belgium or Luxemburg. Of course the world knows what German efficiency has done with these resources of coal and iron, and it does not know what the transfer of these industries to French control would mean. It is possible that the French have not the capacity for large industrial organizations that the Germans have; but there are circumstances under which justice ought to dominate over any merely economic consideration. If Europe is short of coal, it is not the fault of the French who occupy the Ruhr, but it is the fault of the Germans who deliberately put out of business the coal region of Lens, besides destroying industrial machinery of enormous value.

Cuno has said that "there can be no negotiations under the threat of French and Belgian bayonets." If that is so, perhaps the matter had better be settled without negotiations, and the formation of an independent Rhineland would be one way to settle the matter. If the positions of Germany and France were reversed, it is not likely that Germany would have much patience with such an attitude. That is no reason why France should be impatient with Germany. In fact, France has not been. She has been extraordinarily patient. Much more patient than America has ever been under anything like similar circumstances.

One of the mistakes that France has made in the Ruhr has apparently been the arrest of the most popular of the German industrialists there. Though Americans least of all have any reason to be particularly sympathetic with the German magnates who have been making money out of the war and its aftermath, they can see the force in the argument that if France were going to arrest anybody there in the Ruhr it would have been advisable to avoid arresting the particular member of the Thyssen family who is most popular with the working people of the valley. When Fritz Thyssen was arrested, it is said that 65,000 men employed in the Thyssen mines proclaimed a strike. We wonder how many mine operators there are in this country who would have gained such a demonstration of affectionate loyalty from their employees. This particular action of France, however, is questionable merely on the grounds of expediency. People who are saying that France is going to get nothing out of this adventure in the Ruhr Valley have failed to indicate how much France was getting out of the alternative she has been trying for the last four years.

MR. BORAH TAKES SIDES

THOUGH he plays a lone hand in the Senate and represents no party, or even faction, Senator Borah has a way of commanding the attention of newspaper correspondents and the people generally aside from parties. One reason for this is that he is outspoken and definite and makes his position emphatically plain.

He has now come out with a vigorous demand that the Government express its condemnation of the French seizure of the Ruhr. He thinks it is outrageous that the Government has done nothing of the kind so far. He regards the French action as altogether unjustified, and he thinks our Government ought to say that it is. This makes it perfectly clear that Senator Borah is pro-German and anti-French.

We hope that the Administration will not make the mistake of regarding Mr. Borah's voice as the voice of the people. There is no doubt that Mr. Borah's voice is the voice of a large element in the American population. At what he says the German-Americans, of whom there are a great many still in this country, rejoice. But they are not the whole people. We commend to the Administration the expressions of public opinion that we are publishing in this issue. It will find that a course even strongly critical of France will arouse resentment in many quarters.

On another page we refer to two currents of opinion in this country concerning the European situation and trace them to their source.

LITTLE MEMEL'S TROUBLES

LIKE the island of Yap, the city and district of Memel, on the Baltic, had not been heard of by the world in general until international politics brought it to the fore. But in this case it was a "revolt of the people" of Lithuania that centered attention on this country's only seaport, and, while this appeared spontaneous enough, the underlying situation so threatened the peace of Europe that French and English warvessels and French soldiers were hastily despatched to the scene to support the Allied High Commissioner provided by the Versailles Treaty.

Besides being Lithuania's outlet to the sea, Memel is an important center for trade with Poland on the south, Russia on the east, and Latvia and Estonia on the north. Following in the footsteps of d'Annunzio, who seized Fiume for Italy, and General Zellgowski, who seized Vilna for Poland two years ago, a few Lithuanians, taking advantage of France and Germany's controversy in the Ruhr district and mobilization rumors in Poland and Russia, carried out their little annexation "coup." This is the first movement of troops to disturb the Baltic quiet since the advance of Russian troops into Poland in 1920. One of its strangest results was to place France and Germany side by side in an effort to repel the invading peasant horde.

Although there are more Lithuanians in the Memel district than Germans, the Germans control the civil administration, and it was, the Lithuanians declared, the intolerable régime, together with the dilatory tactics of the Allies in disposing of the territory, which Germany renounced in favor of the Allies, that led to the revolt. It has been stated that Soviet documents exist which show the outbreak had the sympathy, if not the active co-operation, of the Bolsheviki. Had the Lithuanians stopped to think, however, they would have realized that the Allies have held the territorial status of the Memel district in abeyance all this time simply because they could not come to any final settlement with the Soviet Government on the question of frontiers.

While one is able to sympathize with the aspirations of the Lithuanians and overlook in part their impatience, one cannot overlook their invasion of a district which is to be governed by the League of Nations until the claims of

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P. & A. Photos

A STREET SCENE IN MEMEL

Germany, Poland, and Lithuania can be passed upon. While the Lithuanian Government denies participation in the plans to annex the Memel region, the Allies now feel obliged to have a provisional Interallied government at Memel under the authority of England, France, and Italy.

WANTED—COURAGE

TIMIDITY is never a virtue. Fear of consequences is a poor guide to action. This is true, not merely of individuals, but also of nations. In times when great decisions are called for it is not the corruption of dishonest men that usually presents the greatest danger; it is rather what Emerson has called "the pusillanimity of honest men."

This has been evident repeatedly in American history. It was plain in the period that preceded the American War for Independence. It was plain throughout the controversy over slavery, and became plainest under Buchanan. It was plain during the early years of the World War, when whole sections of the country were swayed by the slogan "Safety First." It ought to be plain now.

There are two currents of opinion concerning the situation in Europe. These currents can be seen in the reports which The Outlook has received from different sections of the country, and which are printed on another page. One current would carry the Nation toward intervention in Europe on the side of Germany. The other current would carry the Nation toward intervention on the side of France. Neither current would carry the Nation far toward intervention if mere partisanship on the side of one or the other of these two nations were the only, or even the chief, force. The real difference is a difference of understanding of international relations and the moral issues involved in them.

This difference became apparent when the war broke out in 1914.

According to one view, the war was a conflict among nations all practically equally guilty. It was an appeal to arms on the part of greed on the one side, as well as greed on the other. This was the view expressed by the President of the United States, who made it plain that the issues of the war were a matter of indifference to him. For months Mr. Wilson kept enforcing this view. His neutrality was not merely an official neutrality, but a neutrality of the heart and mind. He made it clear that he coveted for America an opportunity, not to throw its weight on the side of justice as against injustice, of right against might, but to become a mediator, an arbiter. He earnestly sought a "peace without victory." Even when he found it imperative to place this country upon the side of the Allies, he declined to abandon this position. He tried to make it clear that he was enlisting the country, not against Germany and Austria and Turkey, but against autocracy. He wished to make the "world safe for democracy," and he was as much concerned against what he regarded as autocracy among the Allies as against autocracy among the Germans or the Turks or the Austrians. He still hoped that America might be even yet a mediator. He issued his Fourteen Points in order to provide America with a basis for distributing justice to all the belligerents alike, and apportioning among them all their share of blame and appropriate penalty. Even while the fighting was still on he engaged in negotiations with one of the belligerents on the basis of what was essentially a proposed peace without victory. And when the time came for negotiations for peace, he went to Paris as a mediator bringing judgment to oppressed people from the domain of lofty idealism across the water.

According to the other view, the war was the recurrence of what has often happened in history—the attempt of one nation to gain domination over the rest of the world, meeting with determined resistance. It was the story of Assyria over again, the story of Egypt, the story of Greece under Alexander, and of Rome under the emperors. It was, if a discredited phrase may be permitted, the attempt on the part of one side to destroy the balance of power, and on the other side to preserve it. This was the view expressed by Theodore Roosevelt. Against the ambitious designs of Prussia, backed as they were by unexampled military power and resources, he summoned his countrymen. When he clearly saw the issue, he became a prophet and preacher calling America to action. He coveted for America, not the office of mediator, but the office of redeemer. He sought, not peace without victory, but peace with a sword. And when the Nation entered the war, he offered himself and all that he held dear as a sacrifice for the sake of defeating this new Assyria and preserving the rights of nations to their own nationhood, as against conquest and subjugation to any world power. It was for this reason that he termed President Wilson's Fourteen Points mischievous, for they diverted the attention of the people from the one simple, intelligible issue. It was this view that the common man had. It was with this object of defeating Germany and establishing a peace with victory that the great mass of young men crossed the seas. In the graphic phrase of the doughboy, they went to "can the Kaiser." They did not have any ideas about "an impartial adjustment of all colonial claims," or "a readjustment of the frontiers of Italy," or assuring Poland "a free and secure access to the sea," or any such thing; they went to protect America and the rest of the world against the imminent danger of a world empire.

Naturally, now those who believe that all the nations were equally guilty, that what was needed was a peace without victory, and that, as has recently been said, America made the mistake of getting into the war before making terms with these equally guilty fighters, do not see any particular need in insisting that Germany pay reparations, or that she be deprived of power any more than France. They think, or at least argue as if they thought, that Germany did

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not call the dance, and therefore is not under any obligation to pay the piper. Naturally, these people are provoked at what France has been doing. They regard the Treaty of Versailles as a document which is useful only for protecting Germany's interests, but not for enforcing any claims against Germany.

On the other hand, those who believe what they always believed, and still hold demonstrable, that Germany set out to make herself a master of nations and subject the civilization of the world to her *Kultur*, believe that the Treaty of Versailles, whatever its defects, is righteous in demanding that Germany should pay. They are convinced that America never did anything more worthy of her than the war she made against that association of criminals, the Central Empires; and they are therefore convinced that America's part in that great war is not finished until justice is done, until Germany makes restitution, and until the nations most in peril are rendered secure.

There is no safe or sure road between these two currents of opinion. Either this country must stand finally with Berger, and La Follette, and Borah, and all the others who regard the nations of Europe as equally tarred with the same stick of capitalistic greed, and therefore are anxious to encourage defeated Germany and to thwart victorious France, or this country must stand for the establishment of peace upon the basis of victory over ambition and attempted conquest, and for a policy that will place the burden of the war upon the aggressors.

We have no doubt on which side the people of America would have their country stand.

Mercy does not consist in being unjust.

There is no more unmerciful thing that America could do than to encourage Germany in shifting her burden to France and Belgium and to continue the course that has brought privation to her own people as well as to others.

There cannot be peace in Europe until America makes clear alike to Germany and to France that she is not even for the sake of peace willing to countenance the evasion of just obligations.

AMEND OR ENFORCE —WHICH?

THE inaugural addresses of Governor Pinchot, of Pennsylvania, and Governor Silzer, of New Jersey, appeared side by side in many newspapers the morning after they were delivered. They made a forceful parallel-column exhibit.

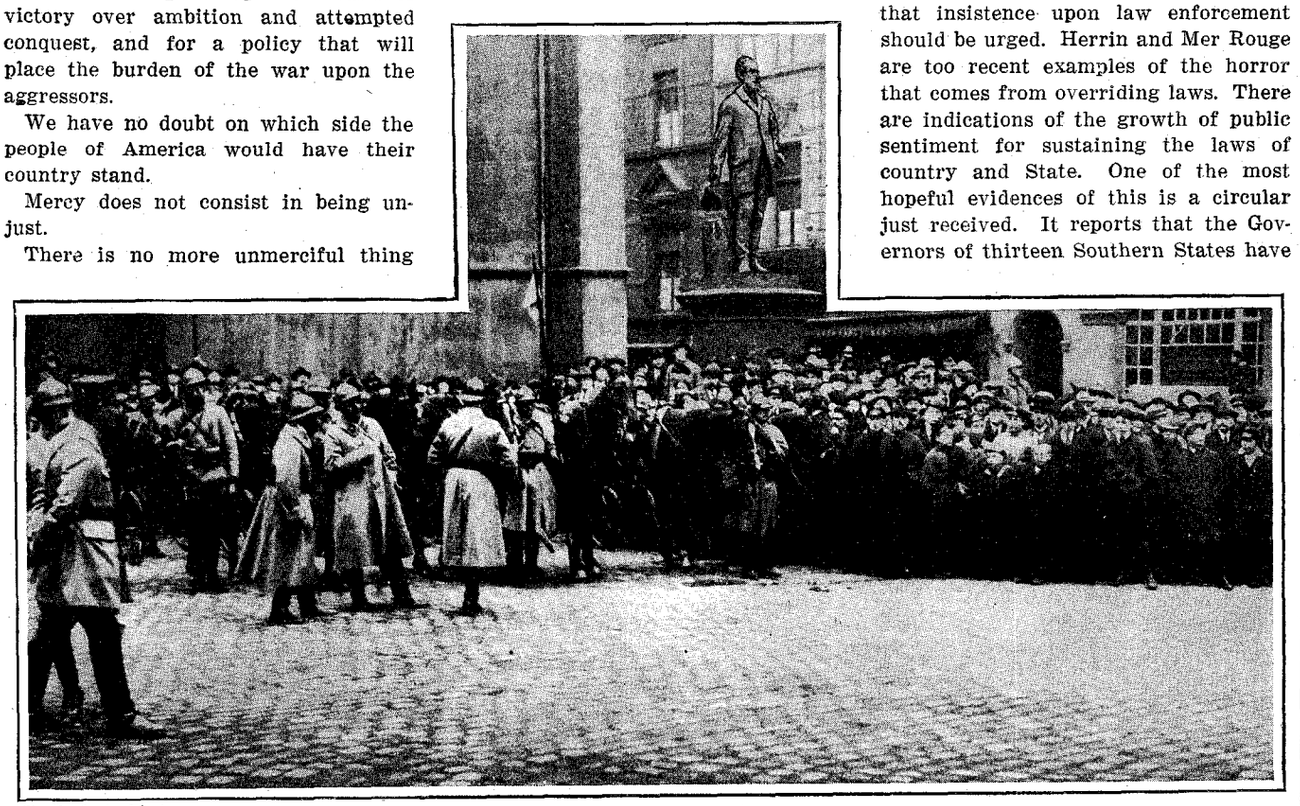
Governor Silzer yearned to get liquor for the thirsty; Governor Pinchot's heart was set on law enforcement. The first declared that the Volstead Act should be abolished or amended. The second said, "I regard the present flagrant failure to enforce the Volstead Law as a blot on the good name of Pennsylvania and the United States."

Governor Silzer, in effect, said that his election and that of a Democratic United States Senator constituted a popular referendum on the subject of prohibition enforcement. Governor Pinchot put first and second in his chart of the purposes of his new State Government: "(1) To drive all saloons out of Pennsylvania. (2) To prevent and punish bootlegging." And later in his address he remarked:

> I share in the belief that no determined, concerted effort to enforce the law has yet been made, and I propose not only to press with all my power for the abolition of the saloon, but also to make sure that the Government of this State takes its full and effective part in such an effort.
>
> Pennsylvania must either control the criminals who are openly breaking the law or be controlled by them.
>
> This administration will be dry. The executive mansion will be dry, and the personal practice of the Governor and his family will continue to be dry, in conformity with the spirit and letter of the Eighteenth Amendment.

Which is the more admirable attitude for the Governor of a great State—to stand for law enforcement or for law evasion or abolition? It is perfectly competent and proper for Congress to amend the Volstead Act if it believes the country so requires; but, until it does so, local and State officials may well follow Governor Pinchot's watchword: "I believe that this Commonwealth is greater and more powerful than any band of lawbreakers whatsoever, and I intend to act on that belief."

It is not alone as regards prohibition that insistence upon law enforcement should be urged. Herrin and Mer Rouge are too recent examples of the horror that comes from overriding laws. There are indications of the growth of public sentiment for sustaining the laws of country and State. One of the most hopeful evidences of this is a circular just received. It reports that the Governors of thirteen Southern States have



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FRENCH TROOPS IN ESSEN KEEPING BACK A CROWD OF GERMAN CIVILIANS NEAR THE CITY HALL AFTER THE OCCUPATION OF THE CITY

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appointed members of a Southern Law and Order Commission. The threefold purpose of this Commission is: (1) To draft a model bill for the prevention of lynching; (2) to secure its passage in each Southern State Legislature; (3) to create public conscience for law and order by a campaign of publicity.

The last of these clauses gives precisely the true remedy for the evils of mob law, whether the wrong-doer be a bootlegger, a mine murderer, or a Ku Klux Klan raider.

THE A B C OF THE SUBSIDY BILL

DOES the United States need a merchant marine?

How can it secure one?

There are some who answer the first of these questions in the negative. There are many more who are at a loss to discover any kind of answer to the second.

The second question of course cannot be taken up until the first has been settled. Perhaps both questions can be covered most briefly in a series of queries and answers.

Q. Why do we wish for an American merchant marine?

A. To carry American products; to establish contacts with foreign markets through an American agency; to provide auxiliary ships for our Navy in time of war.

Q. Why cannot these ends be attained by paying foreign vessels to do our carrying for us or by chartering vessels entire in time of need?

A. Without an active American merchant marine there is no competitive check upon the rates charged by foreign vessels. Without an American merchant marine we cannot be assured of continuous and friendly representation in foreign ports, especially necessary now that we are a creditor nation. Without an American merchant marine our naval effectiveness would be menaced, for in time of war auxiliary ships could be secured only at exorbitant cost, if at all. Any war that involved a great seagoing Power would withdraw the possibility of securing auxiliaries at any price from other nations.

Q. If we grant, then, the necessity of a merchant marine, what are the methods by which it can be secured?

A. By private initiative, Government ownership, Government subsidy.

Q. What has experience taught us concerning the first of these methods?

A. That it has been successful in an age when Americans were sea-minded and had the advantage, no longer possessed, of cheaper and more plentiful materials than those available for our maritime rivals.

Q. What of the second method?

A. That it has been costly beyond all measure for the results received, and that it has so far failed to build up a normal system of sea transportation.

Q. What of the third method?

A. To answer this question requires first an explanation of the principle under which the Government has acted in regard to subsidies in the past.

Q. Has the Government previously granted subsidies?

A. Yes, indeed. It has granted them in the form of land to transcontinental railways. It has granted them to farmers in the direct form of land and seeds, in the indirect form of agricultural advice and assistance. It has granted them to mariners by the maintenance of a lighthouse system, by the making of harbor improvements, and by the issuance of storm warnings and the preparation of charts. It has granted subsidies to many industries by tariff legislation and to all industry by carrying packages and letters at cost or less than cost.

Q. What general principle underlies these various subsidies?

A. In general, it can be said that they have been granted when it appeared to the Government of the United States that they would be of general benefit to the country as a whole. In the case of some tariff legislation this has not been true, but the excuse for this legislation has been based upon this belief.

Let us drop our questions and answers and proceed to a discussion of the immediate problem now before Congress. Shall we grant to our merchant marine the subsidies called for by the bill now under consideration? This measure, broadly, calls for a grant to vessels of American registry, of a seagoing type, engaged in foreign commerce, of a definite subsidy per ton mile. This payment is hedged about by numerous restricting clauses as to ownership, construction, character and destination of the vessel compensated, which it would be only confusing to summarize here. The compensation varies from one-tenth of one cent for each gross ton of the vessel for each one hundred nautical miles covered by that vessel to a general maximum of two and one-tenth cents if the speed of the vessel is twenty-three knots or over. The general maximum for all classes of vessels may be increased or decreased by the proper authorities under certain circumstances. It is hoped (without much expectation) that if subsidized vessels prove profitable these payments will be returned to the Government.

The progressive increase of the subsidy from the minimum for vessels of twelve knots to the maximum for vessels of twenty-three knots has been one of the chief stumbling-blocks of the measure in Congress. It is claimed, and rightly, that most of the commerce of the world is carried in freighters which are close to the twelve-knot class. It is also claimed that the twenty-three-knot vessels are chiefly used, as one Congressman put it, to "carry milady's poodle dog to the watering-places of Europe." While the transportation of poodle dogs can hardly be regarded as an essential function of Government, it may also be borne in mind that the fast vessels are the mail vessels, and that a casual glance over the simplest manual of marine engineering will indicate to the inquiring mind the great cost of speed upon the high seas. These passenger vessels are, for naval purposes, a most essential part of our programme for upbuilding a merchant marine.

We have previously pointed out that the Government in the past has with general approval subsidized a broad variety of industries. It should be remembered that there exists a further reason for the subsidizing of a merchant marine which has not existed in the case of many industries which have previously benefited by Government support. Our merchant marine is almost entirely in competition with foreign enterprise. We have chosen to insist that its crews shall be held to certain standards of skill and citizenship which are much more drastic than those called for by foreign nations. Is it not therefore reasonable for our Government to grant a *quid pro quo?*

When the dairy herd of a farmer is slaughtered in order to protect the public health, he rightly complains because he is called upon to meet too great a proportion of the expense entailed by this public purpose. Is the American ship-owner not rightly entitled to complain when he is forced to maintain standards above the ordinary custom of the seas and does not receive any return for his private outlay on behalf of a public purpose?

We believe that if the country could be awakened to the need of a merchant marine, if the inland States could visualize the fact that the chain of American transportation is no stronger than its weakest link and that the wheat States as well as those on the seaboard have a vital interest in building up an American carrying system between our shores and the shores of our customers, the country would readily accept the carefully thought-out measure for ship subsidy now before Congress. It seems to us the only feasible method of building up a merchant marine, of providing our Navy with an

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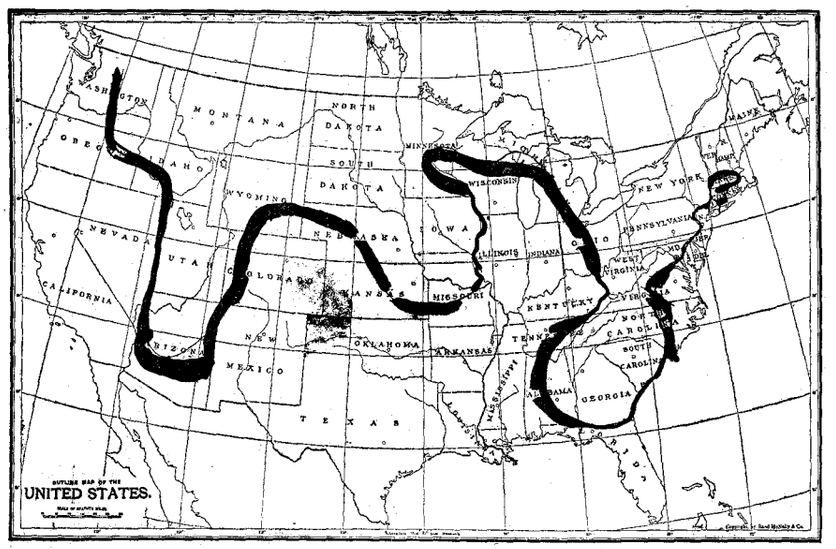
adequate fleet of auxiliaries, and of permitting the Government to escape from the burden of the great fleet now rusting at its anchors.

Undoubtedly, if the present bill is adopted experience will show wherein it may be modified to advantage both in the rates and the methods of compensation. The present job of Congress is not to write a bill perfect in every detail but to apply a general principle in no way novel to our Government practice as intelligently and expeditiously as possible. Let the Merchant Marine Bill pass!

AMERICAN PUBLIC OPINION CONCERNING THE FRENCH SEIZURE OF THE RUHR



THE LINE OF PUBLIC OPINION AS TRACED BY THE OUTLOOK'S POLL

FRANCE has much stronger support in American public opinion for her action in seizing the Ruhr Valley in Germany than we supposed she had. When we stated in The Outlook for January 17 that France was both legally and morally justified in taking the action she has taken, practically the only expression of opinion that indicated the general sentiment of the country was the resolution of the Senate urging the withdrawal of the American troops from the Rhine, and that resolution indicated, so far as it indicated anything, that Americans generally did not approve of the French action and perhaps did not understand it. Since then we have telegraphed to every State of the Union seeking from trustworthy sources expressions of opinion upon the seizure of the Ruhr. The replies from our inquiry indicate a very widespread understanding of the situation and a predominant sympathy with the cause for which the chief advocate to-day is France.

The telegram which we sent was as follows:

> What is your opinion and the sentiment of your community even if counter to your opinion regarding the French seizure of the Ruhr district in Germany? What is the sentiment of ex-service men? Kindly wire by night letter one hundred words at our expense.

The replies which we have received, all of which we print herewith, come from State Governors and from important newspapers. Arranged in geographical order these replies indicate a line that sweeps across the country from the Pacific to the Atlantic. It is interesting to trace the change in public sentiment as one follows this line. In Washington and Oregon there is a keen and lively sense of the issues in distant Europe. Washington and Oregon are on the sea, where world views are natural, for the world is at their door. When the line comes to Idaho, there is an uncertain voice, and so down in Arizona and up again in Wyoming. Little evidence of interest here. As the line approaches the Middle West the sentiment swings against France, for here there is no world view, but a view of the prairies and the crops that are calling for markets. Up North in hardy Minnesota, in spite of a population whose ancestry has little in common with France, there is no indication of any tendency to condemn France, as there is in Kansas, but there is the same concern for harvest and markets. When the line strikes Wisconsin, on the other hand, the only sentiment discovered is heartily and emphatically pro-German, as might well be expected from a State where a candidate for election found that a record as a service man was a handicap. As the line enters Michigan the sentiment undergoes a change; though it is not heartily in support of France, it recognizes the elements of justice in France's case. In Ohio the line encounters a stronger turning of public sentiment toward France, a sentiment that grows still stronger as the line sweeps southward. In Kentucky and Tennessee there is clear indorsement of the French position; likewise in Alabama, with hesitation only concerning America's responsibility. Then as the line sweeps along the Atlantic coast there is the world view again that was encountered on the shores of the other ocean, for in North Carolina and Virginia there is, whatever the view as to the expediency of the French position, a strong sense of the need for preserving the Entente among the Allies, with Massachusetts and Virginia cautiously weighing the elements in the situation and North Carolina and Connecticut emphatic in giving the verdict to France. It is interesting to find two names in this list closely associated with the Wilson Administration; one that of William Allen White, who was chosen by Mr. Wilson to engage in negotiations with the Bolsheviki which never came off, and Josephus Daniels, who was Mr. Wilson's Secretary of the Navy; and it is interesting to note that they take very different views of the situation.

THE OUTLOOK'S POLL OF OPINION

WITHIN HER RIGHTS

Spokane, Washington.

How can it be reasonably denied that France is within its rights? At the close of war we all agreed that Germany would not pay unless forced to pay. She has successfully evaded money reparations, and, believing that she has England's encouragement, is trying to dodge coal and wood deliveries. That was the situation when France decided to force Germany to "come through." We should not forget what France has suffered, what destruction Germany wantonly wrought in northern France. It should not be forgotten that within the memory of French men and women yet vigorous French soil has been twice under the iron heel of ruthless, arrogant, boastful German armies.

THE "SPOKESMAN REVIEW."

A JUST DEMAND AT A GREAT RISK

Portland, Oregon.

"Oregonian" considers French demand just, but doubts success of French

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method of collection, while risk of provoking new war is great. Ex-service men and community generally justify France and condemn German evasion of payment, but have not thought out consequences. Sentiment generally is irritation at the situation, for which all nations concerned are held responsible, and the probable necessity that United States must intervene to prevent new war and restore Europe.

EDGAR B. PIPER,
Editor "The Oregonian."

COMPELLED TO ACT BECAUSE LEFT TO ACT ALONE

Salem, Oregon.

I believe France is justified in invading the Ruhr, because I do not believe Germany is paying to the full extent of her capacity. In my opinion, France is compelled to go into German territory in self-protection—a step that would not have been necessary had America not deserted the Allies on the Versailles Treaty and the Franco-British-American Alliance. Adjutant-General White, of Oregon, informs me that the service men are with France, that they have forgotten neither the wounds of war nor the distressed conditions of France as a result of German frightfulness. There is considerable difference of opinion in the State at large as to whether France is pursuing a policy of unwarranted militancy or Germany is evading her responsibility under the treaty.

WALTER M. PIERCE,
Governor of Oregon.

CORRECT KNOWLEDGE OF PUBLIC OPINION UNKNOWN

Boise, Idaho.

Unable to give sentiment of people here generally regarding French seizure of Ruhr district in Germany. Has been little public expression on matter in this State, partly, I believe, because of feeling that real conditions are unknown. Impossible at this time to secure correct opinion of the majority of citizens of this State on the question.

C. C. MOORE,
Governor of Idaho.

A MISSED OPPORTUNITY

Boise, Idaho.

The invasion of the Ruhr district means that Europe has missed an opportunity to establish peace. The "Statesman" said editorially, January 12, under the caption "They Are So Blind," the following: "Our boys have been withdrawn from Rhineland. Our Senators have been asking why they were there. Was it not for a hope, a vain hope perhaps, that while Old Glory was flying from the towers of Ehrenbreitstein Europe could jump ahead a couple of generations in the realization of ideals of human sympathy and bring into power a statesman with the heart of Lincoln? We hoped, in vain, the flag would be an inspiration. But Europe has had the devastation of war, and now, apparently, it will continue the devastation of peace."

"IDAHO STATESMAN."

TOO FAR

Phœnix, Arizona.

In reply to your telegram asking opinion on French seizure of Ruhr district, I am unable to give you the general opinion of Arizona. The Legislature is in session, which limits my time in getting information on the subject. My personal opinion and that of those with whom I have discussed the matter, together with some inquiry, indicate belief that France has gone too far by taking control of German territory.

GEORGE W. P. HUNT,
Governor of Arizona.

UNABLE TO GIVE OPINION

Cheyenne, Wyoming.

Pressure of regular official business combined with added demands on his time by Legislature, which is now in session, make it impossible for Governor Ross to answer your telegram asking his opinion of French seizure of the Ruhr district. Governor Ross deeply regrets inability to comply with your request at this time.

TRACY S. MCCRAKEN,
Secretary to the Governor of Wyoming.

AGAINST FRENCH ACTION

Denver, Colorado.

My opinion is that sentiment in my community is against French seizure of Ruhr district. Do not believe it accomplishes any good. Sentiment of ex-service men likewise against it.

WILLIAM E. SWEET,
Governor of Colorado.

DEPLORES FRENCH SEIZURE

Omaha, Nebraska.

Nebraska sentiment as expressed by daily and weekly press deplores and condemns French seizure of the Ruhr district. It is regarded as unjust, as an obstacle to the economic recovery of Europe, as destructive of a stable basis for world peace, and as violative of the ideals professed by America and the Allied Powers in the late war. Ex-service men have expressed no opinion through their organizations.

H. E. NEWBRANCH,
Editor "World Herald."

A MISTAKE

Emporia, Kansas.

As nearly as I can sense sentiment in Kansas, the people are fairly settled in their minds that France is making a mistake. Some Legion men who did not get to France are champing their bits, but, on whole, it would be rather difficult to work up any Kansas sentiment that would sustain France in her action. If she needed our help, leadership of community which made war sentiment in 1917 would be rather definitely against war to help France to-day.

WILLIAM ALLEN WHITE,
Editor Emporia "Gazette."

PUBLIC OPINION UNOBTAINABLE

Jefferson City, Missouri.

Impossible to get cross-section of opinion in so short a time.

A. M. HYDE,
Governor of Missouri.

HOPE FOR SETTLEMENT

St. Paul, Minnesota.

Sentiment is divided as to whether France is justified in seizing the Ruhr. All agree that situation is extremely unfortunate, and hope that solution will be found without further war or bloodshed. Economic situation of Northwest has been seriously upset by Europe's inability to buy our farm products, and our hope is for a settlement which will permit European industry to get back to normal basis.

J. A. O. PREUS,
Governor of Minnesota.

SYMPATHETIC BUT—

St. Paul, Minnesota.

As a general rule, while the people of this city and immediate vicinity sympathize with France in her desire to obtain settlement of reparations due from Germany as provided in the Treaty of Peace, it is believed the movement of troops into the Ruhr Basin was a mistake that will fail to have the desired effect, even if it does not cause further delay in the matter of payments both in kind and in cash, while it is certain to increase the bad feeling already existing between the people of the two nations. Former service men are reluctant to admit that France has made any mistake, holding the invasion justified by the ruthless action of German armies when they invaded Belgium and France, destroying all classes of property within the occupied districts.

"PIONEER PRESS."

EMPHATIC CONDEMNATION—AND BRIEF—FROM THE STATE OF BERGER AND LA FOLLETTE

Madison, Wisconsin.

It is conquest.

RALPH M. IMMELL,
Secretary to the Governor and Overseas Veteran.

SENTIMENT DIVIDED, WITH MAJORITY JUSTIFYING FRANCE

Grand Rapids, Michigan.

Sentiment here in regard to French occupation of the Ruhr is divided, and the majority view probably is that the dilatory tactics of Germany regarding reparations justify France in taking the step to determine for herself whether Germany is unable to pay or merely has been pretending that she is unable to pay. Others hold that the French

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seizure is a serious mistake and will alienate the friendship of America as well as Britain. The "Press" has expressed a belief that the invasion carries grave dangers in that it increases the state of unrest and social and commercial chaos in Germany, and that it would have been more profitable for France in the end to have preserved the American-British entente.

EDMUND BOOTH,
Editor Grand Rapids "Press."

REGRET BUT NOT CRITICISM

Columbus, Ohio.

I regret, but do not mean to criticise, the action taken by the French Government under Premier Poincaré in the seizure of the Ruhr. I do not know the facts, and do not know what the seizure may result in, but I am quite certain the trouble would never have arisen if America had done its full duty to the world. If America's friendly help can aid in mediating the situation, I pray God the necessary action may be taken. This expresses my own opinion only. Having had no little opportunity to ascertain local public opinion on the question, I believe I know that the former service men want everything done to insure, in Lincoln's phrase, a "just and lasting peace with all nations."

VIC DONAHEY,
Governor of Ohio.

STANDING FOR FRANCE—EXCEPT THE GERMAN-AMERICANS

Columbus, Ohio.

In my opinion, France is justified in invading the Ruhr district. I think this is the preponderant sentiment in this community, though there are bitter protests against France's course from the German-American element and some others who fear the invasion may incite another war. My impression is that the ex-service men feel about as our other citizens do, the majority of them standing for France.

ROBERT O. RYDER,
Editor "Ohio State Journal."

LET THE DESTROYERS RESTORE

Frankfort, Kentucky.

What expressions of opinion I have heard concerning French seizure of the Ruhr district are favorable to the action of France. I do not undertake to speak for the body of ex-service men, but those I have heard discuss it were favorable. Opinion expressed is based on this thought: Germany devastated France, and should be compelled to restore it.

EDWIN P. MORROW,
Governor of Kentucky.

DRIFT OF SENTIMENT TOWARDS THE FRENCH

Memphis, Tennessee.

Opinion personally and as editor is that the French are justified in going even to Berlin to exact some sort of recompense for the physical havoc wrought by the Germans. Sentiment of this community is somewhat divided, but the drift is towards the French. Ex-service men who were in the fighting entirely sympathetic with French demands. They feel that Germany has evaded.

The Germans started out to put the cost of the war upon the defeated nations. They were defeated themselves. Therefore they should pay the price they expected others to pay. Our nebulous foreign policy with an occasional gesture against France is unfortunate. If United States had joined League of Nations three years ago, and then if England, United States, and France had taken control generally, there would be order throughout the world to-day instead of threatened chaos.

C. P. J. MOONEY,
Managing Editor Memphis "Commercial Appeal."

OPINION DIVIDED, BUT NO SYMPATHY FOR GERMANY

Birmingham, Alabama.

Our opinion is that the French are justified by Germany's default and by terms of the Treaty. Public opinion here is divided, many believing French hasty. No special sympathy for Germany. Now that France is in, there is general hope that she will collect. Ex-service men's opinion generally is, hands off. Some ex-service men think that, since the French have delayed so long, they might just as well have stayed out for good.

BIRMINGHAM "AGE HERALD."

NO OTHER WAY, SINCE WE WERE AFRAID OF WET FEET

Raleigh, North Carolina.

It is clear that Germany had determined not to pay. France had waited most patiently for four years. It had either to surrender the hope of receiving reparation or take some drastic step to compel payment. Whether seizing the Ruhr Valley will produce the money is open to question. There was no other way that gave promise of payment. France's initial mistake in demanding an excessive sum as reparation injured its position in the public mind. However, most ex-service men stand with France in its demand. Many saw France's cities in ruins and its devastation and saw Germany with no damage. They stand by their ally and hope France will collect. They think when Germany shows disposition to pay anything that France ought to moderate its demands. Sentiment is practically unanimous that the Washington Administration should have taken steps a year or more ago to have this country represented on the Reparations Commission. We could have secured an adjustment and prevented the necessity for France's action if we had not been afraid of getting our feet wet.

JOSEPHUS DANIELS,
Editor Raleigh "News and Observer."

EXCEPT FOR EX-SERVICE MEN, ACTION REGRETTED

Richmond, Virginia.

This paper regards the French occupation of the Ruhr as certain to destroy the Entente, and thereby to encourage Germany to future vengeance without procuring reparation for France meanwhile. Many ex-service men, however, think the occupation is justified. Some express the hope that France will destroy the Ruhr cities as the Germans destroyed Lens and Lille, and they say that only in this way will the war be brought home to Germany. Aside from ex-service men, the general sentiment of community seems to accord with that of the paper.

The "NEWS LEADER."

RIGHTS UNQUESTIONABLE, BUT RESULTS DOUBTFUL

Boston, Massachusetts.

While thinking that France acted wholly within the rights conferred by the Treaty, and that Germany opened the way for this act by her obvious purpose to evade the terms of this instrument, the "Christian Science Monitor" doubts whether economic advantage will accrue to the French. It does, however, open the way to increased unrest in Europe and encourages further attacks upon the political edifice the Versailles Treaty sought to erect. The Treaty of Sèvres having been annulled by the Turks and breaches made in the Versailles Treaty at Memel and Vienna, the ambitions of the Poles for Upper Silesia will be encouraged and the danger of a general overthrow of such semblance of order in Europe as the Paris Conference created is greatly enhanced. Boston sentiment seems to favor France, though somewhat skeptical of the vigorous method employed. Ex-service men seem to be firmly in accord with the French step.

WILLIS J. ABBOT,
Editor "Christian Science Monitor."

NECESSITY REGRETTED, BUT ACTION JUSTIFIED

State Capitol, Hartford, Connecticut.

Replying to your yesterday's telegram, I greatly regret necessity which forced France to seize Ruhr, but regard action as justified by Germany's perfectly clear intention to avoid paying her just debts. Whether force will produce payments is doubtful, but peaceful methods obviously had failed. Speaking for myself, I believe Germany has again misjudged America and will settle if we announce definitely our intention not to interfere on her behalf. Indeed, the slightest encouragement may cause her to resist and precipitate bloodshed. My personal sympathy and, I believe, general public sentiment lie with the innocent nations whose lands still lie devastated rather than with the wrong-doer who refuses to make reparation.

CHARLES A. TEMPLETON,
Governor of Connecticut.

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THE LAUSANNE CONFERENCE

I—THE BIG FOUR

EDITORIAL CORRESPONDENCE BY ELBERT FRANCIS BALDWIN

THE Lausanne Conference is interesting both from a psychological and from a political standpoint.

The Conference means the meeting of the East and the West. Here is a mass of men representing "the last word" in what the Near East is dreaming and thinking, planning and plotting. And here is another mass of men representing, let us hope, also "the last word," not so much in what the Near West is dreaming or plotting, as in what it is thinking and planning, intending to do and actually doing.

In this coming together of East and West there is of course the clash of opposite traditions, customs, manners, languages, mental and moral attitudes. To be in Lausanne at this time is absorbingly interesting.

If the two opposing forces are notable, and if the delegations representing the two sides are particularly so, certain individual delegates stand out as being more notable still. Among them I select four.

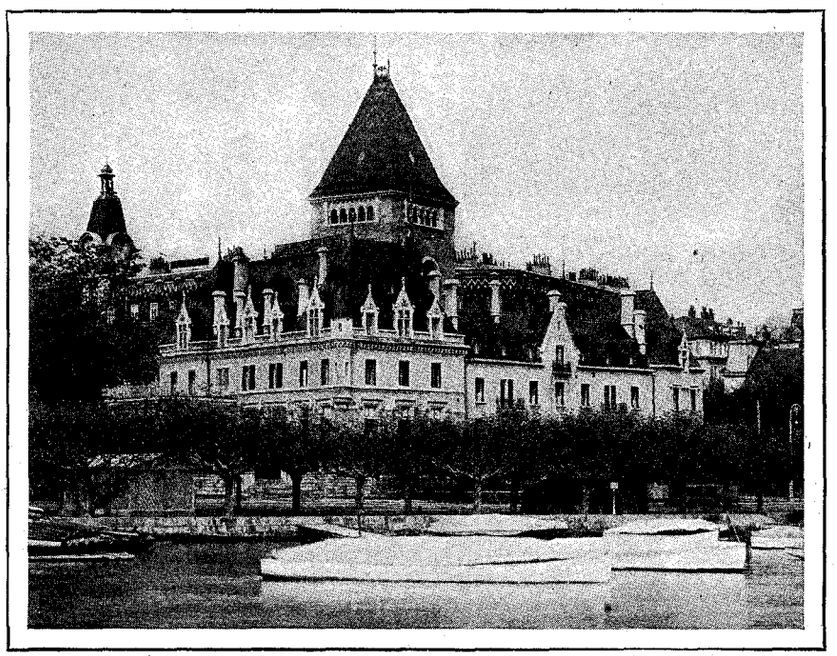
The first is Ismet Pasha. He was the leader of the Turkish troops in the recent victorious war against Greece. As I saw and heard him to-day, he did not look or act like a soldier. Instead of being tall, with warrior-like mien and a fierce military mustache, he is a very small man with a stubby growth on his upper lip, and does not seem at all soldierly in his civil dress. His manner, I found, was charmingly cordial and his smile ingratiating. He looks a bit like Eduard Benes, the Czechoslovakian Foreign Minister.

Though Ismet is more a general than a diplomat, he is worth noting as a diplomat. First, he knows exactly what he wants. Second, he has not been prone, so far, to "fly off the handle" in trying to get it. Third, he represents in himself, as in his commission, the new Turkey, as does Djavid Bey, his principal adviser.

Both men personify what has been the first and perhaps the most significant fact here—the display to the world of the Sick Man's successor. We have long regarded every Turk as being sickly in mind and morals. It is hard to think of him as being anything else. Yet here him as being anything else. Yet here he is at Lausanne, apparently a well man. be obstinate—that is his stock in trade. But here, at least, he does not show himself ignorant, unintelligent, sluggish-minded; he shows himself surprisingly the opposite.

Ismet's pronouncement of to-day was clever. The Western delegates, he said, "seem to feel themselves still dealing with officials of the old Empire." Then he showed that the old Empire had gone forever and has been replaced by a modern state. He then explained present Turkish views on various questions, and concluded that, "in order to arrive at a peace, the Allies must realize that they are dealing with a civilized nation."

This is certainly "going some," and we wonder whether it is possible for such sudden conversion to have taken place, delivering Turkey out of the epoch of massacre and outrage. But if Ismet does not represent the old Empire's tyranny and does represent a new nation calling itself civilized, he is quite within his right to insist upon it.



THE CHÂTEAU D'OUCHY, WHERE THE CONFERENCE IS MEETING

The next delegate from the East would assuredly be Georges Tchitcherin, head of the Russian Soviet representation, as Ismet is the head of the Turkish. As between these two men, the Turk makes the more agreeable impression. One drawback to Tchitcherin is his voice. It is sharp, grating, unmusical, unsympathetic, and the Bolshevik's nervous, distrustful manner accentuates it.

This impression is further accentuated by the text of Tchitcherin's statements. No matter how able the statements from a Bolshevist standpoint—and they are able in this respect—they are from an Anglo-Saxon standpoint arrogant, bumptious, protuberant.

Tchitcherin's rôle here is not constructive. It is destructive. At every single point he has attempted to block the Western Powers. Every day he has tried to throw a monkey wrench into the machinery of the Conference. In general, he has failed. Though he has powers of influence, to show how ridiculous some of his pretensions have been, one need but refer to his recent speech, when, grandiloquently, he appealed to President Wilson's principle of self-determination, especially among the smaller Powers, as a reason for closing the Straits that separate Europe from Asia. In this case the smaller Powers include such Black Sea states as Rumania and Bulgaria. Both immediately dissented, especially Rumania, for whom, unlike Bulgaria, there is no prospect of any port on other than the Black Sea.

Tchitcherin's nose is now out of joint because the Western Powers have done what he doubtless supposed they could not do—that is, drive a wedge between Bolshevik and Turk. After the hard and fast treaty two years ago between them, confirmed by a later treaty, but particularly after having furnished Turkey with enough money and arms to put the Greek off the map of Asia, Tchitcherin is naturally amazed that the supposed ignorant and certainly ungrateful Turk should show not only that he has a mind, but also a will of his own. The Turk has actually begun to grasp the

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idea that some day Russia may swallow him whole. Yet, be this as it may, right now he sees that he really needs the friendship of the Western Powers more than he does Russia's. For he has now sucked the Russian orange dry. Yet he is still thirsty. He needs favorable commercial relations with Europe and America. He needs their money. Ever since 1911, when Italy took Tripoli away from him, he has been continually fighting—now in Bulgaria, now in Greece, now in Serbia, now in Albania and Montenegro, now at Gallipoli, now at Koprikoi, now in Persia, now all over the place in Asia Minor, now in Mesopotamia, now in Syria, now in Palestine, and even along the Suez Canal. All this has taken eleven years of time and has meant the expenditure of immense sums of money. To-day the Turk is poor. He must get some money somewhere, and he has the will to get it. That is the real reason why he is at Lausanne. Perhaps Tchitcherin did not take this fully into consideration.

To turn from the East to the West, the figure first challenging our attention is that of Lord Curzon. His is truly a distinguished figure. If you do not think so, he will take pains to impress it upon you. A long time ago, at Oxford, the students made a doggerel beginning something like this:

> I am George Nathaniel Curzon,
> A very superior person.

No longer Mr. G. N. Curzon, but now the Marquess of Curzon, the first delegate from Great Britain is still the same "superior person." He is indeed a notably intelligent and able man, as his "Problems of the Far East" (published when he was still comparatively young) showed, and when afterward, a maturer personage, he became Viceroy of India. The trouble is not with Lord Curzon's admitted vast intelligence and administrative ability, it is rather with the consciousness of his own identity in the use of these powers. The London "Times" has even dubbed him "pompous."

Some people here also dub him "disdainful." Day before yesterday I heard a comment to the effect that Lord Curzon's manner in talking to the Turks was as much as to say: "Why, you scum of the earth, what do you mean by presuming to raise your voices in the society of gentlemen? Above all, what do you mean by daring to dispute with ME?"

These critics add that Lord Curzon in dealing with the Orientals, whether Turks or Bolsheviks, is rather "old style;" that is to say, he believes in telling the Oriental, at the proper time, exactly what is expected of him—no less, no more—and that the answer is to be neither delay nor evasion, but instant obedience. This manner of course does not characterize the methods of the first English delegate, the most powerful personage at this Conference. But it appears occasionally, and causes even such a serious journal as the Paris "Temps" to say things perhaps better left unsaid.

Now there are two ways of getting on as regards imperialism and colonies. England, with her vast experience, has chosen one way; France, another. In the English and French colonies are striking proofs of what can be accomplished in these two directions. The English way is the more rough-and-ready; the French way is the more suave. The difference rather typifies the two nations. The English way is the cruder and may look, at first, anyway, like a raw grab game. The French way seems the cleverer, the friendlier, and the less startling. But the proof of the pudding is in the eating. Which way conduces to greater ultimate justice, fair dealing, and progress as regards the natives of any particular colony?

Another test is found in the loyalty of the natives to the ultimate governing power. This was well shown in 1914. When Turkey joined the Central Powers, the German Emperor, confident of success, issued an appeal to the Moslem world to rise against the Entente. The Moslem world did rise, and England and France—not Turkey—obtained the more support. This is the supreme test.

Here at Lausanne England and France are not unmindful of the ever-present danger of Mohammedan risings. But both Powers have now been too long in the business of governing Mohammedan subjects not to feel that the presentation of their case at this Conference will ultimately be regarded, not only by Christians, but also by Moslems, as containing more justice, equity, and fair spirit than the proposals so far brought forward on the Oriental side.

This immensely reinforces the position taken by the English and French here. And this has made Lord Curzon's conduct of the whole Conference forceful and firm. He has, it is true, yielded to the Turk on minor points, but so far as the real backbone of the Conference, he has preserved the major. If the Armenians and Greeks and Syro-Chaldeans get any satisfaction out of Lausanne, they will owe it, first of all, to him.

The fourth delegate whom I would mention is not, as might be supposed, Camille Barrère, head of the French here. M. Barrère's diplomatic service has extended over a longer time and has perhaps been of a higher quality than that of any other man at Lausanne. For very many years he has been French Ambassador at Rome; in 1898 for instance, we find him negotiating a Franco-Italian commercial treaty which has been a blessing to both countries. His influence on Italian affairs has been so powerful that I heard an Italian ruefully remark recently: "Barrère is really our uncrowned king."

No, the delegate to whom I would call attention is also a distinguished diplomat, but he occupies a different position here. At the Paris Conference in 1919 we heard a great deal about "President Wilson and his band of trained experts." There are a good many experts here too, but of them all I should think Maurice Bompard, the second French delegate, the most trained for this particular job by reason both of his native ability and of his long experience as French Ambassador at Constantinople. As I talked with him to-day he seemed to me a trained expert in everything except the English language, which he does not speak.

He is a tallish man, like Tchitcherin, but with white hair and beard. He is apparently sixty-five to seventy years old, and looks somewhat as Mr. Blaine did when I saw him at Bar Harbor during the latter years of that statesman's life.

The difficulties at Lausanne on the Turkish side, M. Bompard told me, are certainly exasperating and menacing. But there is also one difficulty on the Entente side, he added, namely, a certain lack of realization that we are no longer faced by the old Turkey, but by a new Turkey. This new Turkey has started in the business of government, not only with nationalistic ambitions in an Oriental sense, but actually with some new, up-to-date desires in an Occidental sense.

Above all, however, his Excellency affirmed, the new Turkey is more imbued than ever was the old with the conviction that nothing henceforth shall detract from sovereignty. Accordingly, while questions of boundaries, debts, tariffs, the Open Door in trade, and the Open Straits in transportation might be settled, when you come to problems like the Capitulations and the minorities, then you face something apparently impossible of solution, given Turkey's insistence on sovereignty.

She will not perpetuate the Capitulations—the very name humiliates her, announced the Ambassador. I rejoined: "Yet French and American institutions—whether of commerce or religion, education or charity—have done good to Turkey and have existed only because protected by the proper standing in law afforded by the Capitulations. Such protection should be continued, probably by a less humiliating title—'a rose by any other name would smell as sweet.'" M. Bompard replied that, as far as Constantinople and the immediate vicinity are concerned, we need have no fear for Robert College or Constantinople College; that the danger comes from institutions further afield, where the Turks cannot watch them so closely and where they may suspect possible anti-Turk influence. I protested against such suspicion. But what can you expect, inquired his Excellency. It exists, and the Turks happen to be masters in their own country; all that one can add is that they are not the same masters as were the old Turks. Very well; if they are not, I concluded, then something may

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be hoped from them, perhaps, despite their suspicions and their obstinacy.

Concerning the still thornier problem of the minority peoples, the Ambassador noted here again that Constantinople and its vicinity must be distinguished from the rest of Turkey. In the capital Greeks, Armenians, and Syrians may live alongside Turks, but not in the country. No matter how many agreements and treaties are made with regard to the country, there is but one really radical and satisfactory solution of the present situation, drastic as that solution is, namely, exchange of populations.

In all these and other statements M. Bompard did not impress me as being either pro-Turk or pro-minorities but pro-justice.

Both psychologically and politically these four men are interesting characters.

Lausanne, December 27, 1922.

II—THE ANGLO-TURKISH ISSUE

SPECIAL CORRESPONDENCE BY MAJOR-GENERAL SIR GEORGE ASTON, K.C.B.

> The continuity of the Patriarchate in Constantinople is profoundly important to the whole Christian Church.
>
> —*Archbishop of Canterbury, "Times," December 23, 1922.*

> Of the three great world religions, one, Islam, is essentially warlike, for it is the duty of every Mussulman to propagate the faith of the sword.
>
> —*Viscount Bryce, Presidential Address, British Academy, July 14, 1916.*

IN the light of these quotations, it seems strange that the Lausanne Conference and the plight of the handful of British troops in and around Constantinople should attract so little attention in the nations professing Christianity; but, apart altogether from the religious issue, the military situation in the neighborhood of the Straits is not lacking in interest.

According to reliable estimates, the Turks had early in December an army of about 40,000 men, equipped with British 18-pounder field guns (taken from Denikin), on the Scutari side of the Bosphorus, opposite to Constantinople. In that city itself they have secretly raised another small army, probably about 20,000 strong, and for a long time they have been busy organizing yet another army, of unknown strength, in Eastern Thrace. To these we must add a further 35,000 troops on the eastern side of the Dardanelles, on the land front of Chanak, and about 40,000 in reserve on the Asiatic side of the Straits, capable of being employed either towards the Bosphorus or towards the Dardanelles. About the strength of the British troops on the spot at the date mentioned the less said the better, though in all probability the information on this point at the disposal of the Turkish leaders is more complete than the information which has been communicated to the British public or to the outside world in general.

Whether the presence of French or Italian troops in Constantinople and in its neighborhood should be taken into consideration at all when studying the military situation we do not know. They have not, apparently, been placed under the orders of Lieutenant-General Sir Charles Harington, whose tact and forbearance averted an Anglo-Turkish war in the autumn. Judging by the precedent of those critical days, it would not be safe to place any reliance upon their assistance. When the Turks advanced in force, on the Asiatic side, to upset the Allied policy of maintaining neutral zones covering the Straits, the French and Italian troops withdrew by order of their Governments, leaving the British troops, unsupported, to carry out the Allied policy as best they could. The situation was saved for the time being. Neither the Turks nor the British wanted war.

Mustapha Kemal at that time had no desire to be used as a catspaw by the Moscow Bolsheviks, who wanted to stir up a Turco-British conflict, and Britain, on her part, had no desire to go to war with Turkey. Whether such a war has been averted depends partly upon whether the unfortunate delays over the Lausanne Conference have helpd Moscow to regain its influence over Angora, and partly upon the attitude of the French and Italian Governments. I do not refer to expressions of mutual regard, or of "solidarity," and such like words. They do not influence the military situation by one iota. That situation is affected solely by troops. The lines covering the neutral zones can be held, with support from the sea, if sufficient troops are placed unreservedly at Sir Charles Harington's disposal; otherwise, they cannot be held. That is the military position in a nutshell. For many weeks it tempted the fire-eaters of the Angora Assembly to listen to their Bolshevik backers and to take military action rather than go on with the talk at Lausanne.

Mr. Bonar Law was quite right in his opinion that tranquillity was what the people of the United Kingdom desired most. The Turks, if they realized their own best interests, would be actuated by the same desire. Tranquillity depends upon the issue of the Conference. Mr. Lloyd George lost the support of the nation because in the matter of the Straits he insisted upon a policy directly in conflict with the opinions of his military advisers, especially of the late Sir Henry Wilson, who endeavored to induce him to withdraw the British troops from Constantinople, whether or not he held on to the Dardanelles. The occupation of Constantinople is now a serious military handicap.

Enough has been said about the situation, taken as a whole, in the neighborhood of the Straits. About the effect upon it of our continuing to occupy Constantinople there is more to be written. The Christian population of about 500,000 must be considered. Arguing, very naturally, from the precedent of Smyrna, they believe that their lives depend upon the protection of British troops. This view is shared by others. We have, then, a population of half a million terrified for their existence at the idea of being left to the mercy of the Turks. It may be said with some justice that it is our fault, or rather the fault of the late British Government, that the Christians are still there; but as long as British troops, however few, remain at Constantinople, they are not likely to go. Constantinople has been promised to the Angora Government, and that promise must soon be redeemed. There seems to be very little doubt that the Christian population must either clear out or be killed when the Kemalists come in, according to the opinion of reliable authorities on the spot. The Christians are staying where they are because of the continued presence of British troops. In these circumstances, it is necessary, even at the eleventh hour, to look the facts in the face, to fix a date for the evacuation, giving these unfortunate people time to clear out unless they wish to remain, running the risk of massacre.

The other possible policies are: (1) To keep in or near Constantinople a British army strong enough to defeat the Turkish armies, of which I have given the approximate strength; or (2) To secure the reinforcement, without reserve, of the present British force by the troops of other Powers.

The acceptance by the Turks of the offer of membership of the League of Nations seemed to indicate a breakaway from the Bolsheviks, who are notoriously hostile to that organization. The League Assembly will not meet again until the autumn. In the meantime experience teaches us that the Turk can be beaten or bribed; he cannot be bluffed. The road to tranquillity does not lead in that direction.

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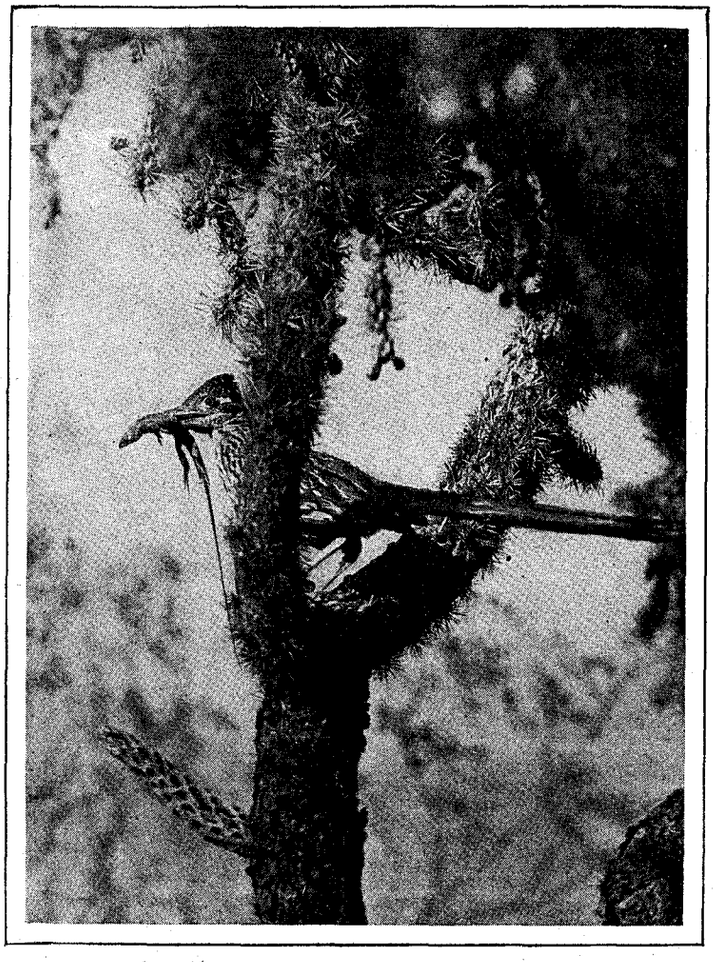
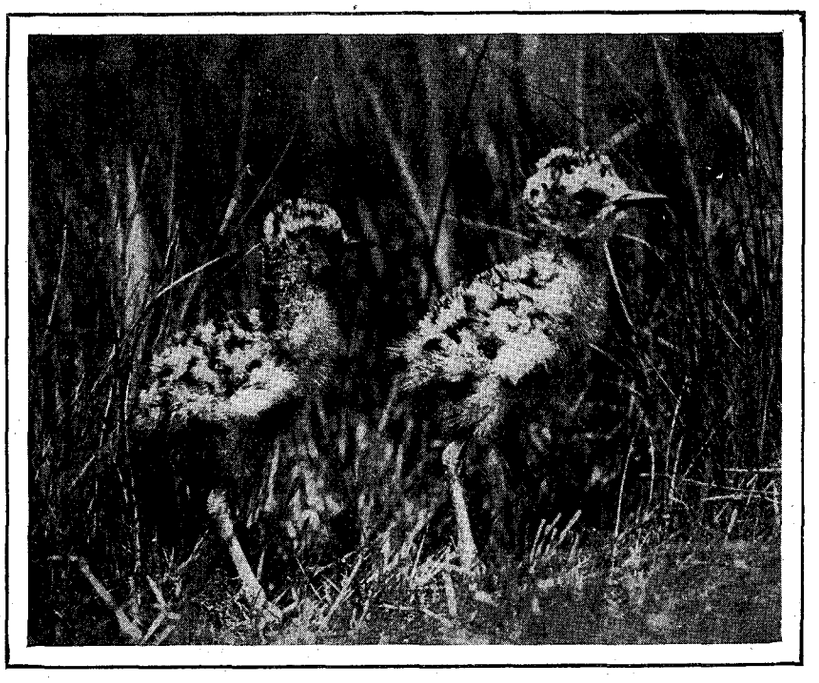
THE BIRDS AND THE



A ROAD RUNNER OF THE CACTUS COUNTRY OF ARIZONA BEARING HOME A WHIP-TAIL LIZARD TO ITS YOUNG



LONG-BILLED CURLEW CHICKS, PHOTOGRAPHED ON THE SHORES OF MALHEUR LAKE IN SOUTHEASTERN OREGON

Photographs by William L. and Irene Finley and H. T. Bohlman, of the National Association of

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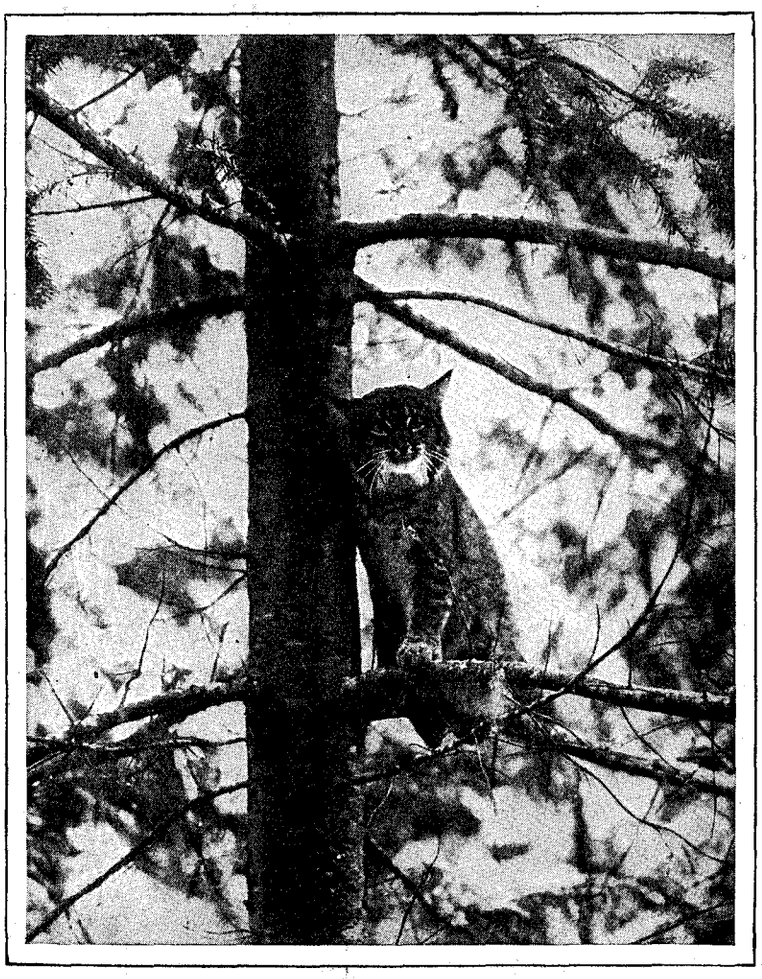
BEASTS WERE THERE



A COUSIN TO THE FIRESIDE TABBY, AN OREGON BOBCAT, TREED BY DOGS (SNAPPED FROM A SAFE POSITION AFTER THREE HOURS' WAIT BY THE PHOTOGRAPHER)

A COYOTE, WHOSE FAMILY FLOURISHES IN ALL THE ARID PORTIONS OF THE UNITED STATES

Audubon Societies for the Protection of Wild Birds and Animals (From Wide World Photos)

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SHE WHO WAS FISHED[1]

(TSURI ONNA)

AN ANCIENT JAPANESE FARCE

TRANSLATED BY MICHIO ITOW AND LOUIS V. LEDOUX

FOREWORD

FARCES like that which follows and another which is to appear in a later issue have been used for hundreds of years by the Japanese as comic interludes between their stately and solemn Nō dramas of lofty moral tone and somewhat obscure meaning. The poetry in these dramas is sublime and difficult, like that in parts of Goethe's "Faust;" the plays were performed in the palaces of the nobles, before hushed audiences of scholars; they require the closest attention, and their very loftiness made comic relief almost a necessity. The farces, called Kyōgen, or Wild Words, have the same use as the satiric dramas played by the Greeks at the end of their great trilogies, but are in some ways more closely akin to those rough comedies which preceded the development of Greek tragedy. The Nō is chanted, the actors wear masks, the chorus, as in Athens, explains and interprets; each step, each posture, each intonation, is prescribed by immemorial tradition. The Kyōgen are played without masks; and frequently burlesque the matter as well as the manner of the serious religious dramas. Aristophanes made fun of the plays of the tragedians in much the same way, and Shakespeare put lines of pure bombast into the mouth of Ancient Pistol, parodying the bombastic tragedy of his time.

Frequently these plays make gentle sport of the clergy; sometimes they show the humorous aspects of matrimonial infelicity and the problems of living; almost always they exhibit the troubles of a master with his servants—the humor of the servant problem being no more new than the tragedy of it—and these servants, who appear again and again, have always the same names (Tarokaja and Girokaja) and usually the same characteristics—stupidity that thinks itself cunning, and irresponsibility.

There are two or three hundred different Kyōgen, many of which are played frequently; and the writing of them in their present form may be ascribed roughly to that period of our chronology which lies between the thirteenth and sixteenth centuries. Very few of them have been translated; but when played as the Japanese play them they are exceedingly entertaining to witness, gaining greatly, as all good farces do, in the acting.

It should be added that Nō and Kyōgen must not be confused with the popular drama of Japan; they are, or were, for the aristocracy alone; but in Nippon the theater is a national passion, and the romantic plays of the popular stage are interesting and impressive in quite another way. The chief difference between the regular theater of Japan and our own lies in the comparative unimportance of the love element, the central motive being in most cases that unswerving, completely self-sacrificing loyalty, which of all virtues is most dear to the Japanese. The plots of most of the popular plays are taken from the historical or legendary exploits of the heroes of antiquity. It is as though the adventures of King Arthur's Knights and the Peers of Charlemagne were so vital a part of our own imaginative outlook that we would pack the theaters year after year to see them staged. A comparison with Greece is again inevitable, for the Japanese are as familiar with their own romantic past as were the audiences for whom Sophocles wrote with the tales of Thebes and Troy. LOUIS V. LEDOUX.

CHARACTERS: TONO, *a Lord.* TAROKAJA, *his servant.* ONNA, *a woman.* GEJO, *her maid.*

The costumes of Tono and his servant are as usual, the master wearing long court trousers which trail behind him, and a short sword, and Tarokaja hakama or trousers that are wide at the top and tight at the bottom.

Both women are veiled, with hoods over their heads, but the mistress wears under her veil the mask of a man.

The scene is the ordinary Nō stage, eighteen feet square, with the path of entrance, marked by pine trees, at the rear.

Tono. Kaja, are you there?

(*Tarokaja enters and takes the traditional attitude at his master's feet, with his hands on the ground.*)

Taro. Here, my lord, humbly before you.

Tono. As you know, until now I have had no wife. I hear that there is a festival at the Western Shrine of Ebisu, and I think that I had better go there to pay my respects to the god. I summoned you so that you might go with me.

Taro. The order is heard and will be obeyed. (*He drops his official manner.*) The god Kibisu! As a matter of fact, I too am a bachelor. (*He begins to get up.*) Hadn't we better start right away?

Tono. What an ignorant fellow you are! Who ever heard of a god called Kibisu?

Taro (*subsiding to his position of respect*). Humbly I ask for pardon; but I am not as ignorant as that. When the god is in a picture I call him Ebisu, but the god in the Western Shrine is carved in wood, and therefore I call him Kibisu.[2]

Tono (*concealing his laughter*). I didn't know you were such a scholar. However, I am ready to start. Come along.

Taro (*rising*). Proceed. I will follow you.

(*They begin their journey around the stage, the master leading, the servant following.*)

Tono. Come nearer; I am not familiar with the road, for I have not been this way before, and do not wish to miss the sights.

Taro (*stepping up, proud and pleased*). The place we are now in is called Yamazaki.

Tono. So this is Yamazaki! It is even lovelier than I expected it to be.

(*They continue the journey.*)

Taro. And now already we are in Amagasaki. Look over there; the Western Shrine is in that direction.

Tono. Have we arrived so soon? What is that mountain over there?

Taro. Ah, that? That is—er—that is a mountain.

Tono. Blockhead! I know a mountain is a mountain. But what mountain is it?

Taro. Let me see. What is its name?

Tono (*teasing him*). You don't seem to know.

Taro. No, no, that isn't it. Ah, now I remember it.

(*He recites the opening lines of a poem, jumbling the words together.*)

Mountain-of-Awaji-Island,
Lovely-sailboats-gliding-by.[3]

That's the name.

Tono. I never heard such a long name before. Is the Western Shrine still far?

Taro. Here is the wall; the Shrine is just inside.

Tono. Let us make ready to pray the god.

(*He goes through the motions of the ceremonial washing of hands.*)

Taro. Yes. But first:—(*He imitates the motion of drawing back the great swinging log used for striking a temple bell.*) Boom! boom!

Tono (*praying*). Graciously give ear to my supplication. Hither am I come—a long journey—for no other reason but this alone—that, old as I am, I have no wife. O mighty Ebisu, this one favor do I ask of thee. Grant me a good wife, O thou who are holy, most holy. *Yai*, Tarokaja, you also may pray.

[1] All stage rights, professional and amateur, reserved. Application to produce this play must be made to L. V. Ledoux, 99 John Street, New York City.

[2] Ki=wood; E=painting.

[3] Awaji-no shima yama
Fukikuru funewa
Omoshiroya. . . .

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Taro. I will, indeed. Boom! boom! I have something to ask thee, Kibisu. I haven't a wife either. Please find me a suitable wife, thou who are holy, most holy.

Tono. *Yai*, Tarokaja. We have to wait here two nights and three days for the answer of the god.

Taro. All right.

(*They sit down and go to sleep.*)

Tono (*starting up*). *Yai*, Tarokaja, my answer has come from the god already. (*He intones in solemn accents.*) "If thou goest to Itchi-no-Kizahashi in Saimon, there mayest thou find thee thy wife and lead her with thee to thy home." Oh, how thankful I am!

Taro. That is strange. I just got an answer exactly like yours. Let's go to Saimon.

Tono. Hurry up! Come on. (*They journey to the other corner of the stage.*) Something is wrong. Here, instead of a wife, I find a bamboo pole with a long rope at the end of it. Curious, isn't it?

Taro. Ah! I understand. (*He is a little afraid, but quite serious.*) At your age, you see, it is wrong to pray for a wife. The god commands you to hang yourself with this rope.

Tono. Ass! What are you braying about? Listen to my explanation. This is Ebisu's fishing-rod [*with which we always see him in pictures*]; he intends me to take it and fish for whatever I want.

Taro. A wonderful idea! I will try a few casts. (*He picks up the rod and begins casting toward the curtains at the back of the entrance, singing as he does so. The syllable "eh" is accented with each cast and the other words accompany the drawing back of the line.*)

Eh, fishing; *Eh*, fishing; I fish for a wife. I say, master, we might catch one. How old would you want yours to be?

Tono. Idiot! We need not worry about that.

Taro. But, master, supposing I fished you one in the fifties and mine was eighty-seven or eighty-eight?

Tono (*excited*). Stop your foolish chatter. It is safe to trust the god.

Taro. That is so.

Eh, fishing; eh, fishing; I fish for a wife
And I fish for her handmaid too.
Oh, wife, bring a maid of seventeen years;—
Or eighteen years would do.

(*The song is sung twice.*)

Master, master, I've caught something. What shall I do?

Tono. There is no time to get a carriage to take them home in. We shall have to carry them on our backs.

Taro (*pulling*). Look out. (*Holding the end of the rope enters, crouching, a veiled woman. Behind her, also crouched, comes a veiled serving-maid.*) Shall we get acquainted with them? The first must be the wife for you, and the second is clearly her servant. Shall we speak to both together or one by one?

Tono. I say, Tarokaja, you run home and get things ready to receive them.

Taro. But, master, you must let me introduce myself to my wife. (*He goes to the second woman.*) Let me inform you that I am your husband, Lord Tarokaja by name. I am the man who is to be with you till we die. What is your name? Oh! You are shy. Won't you take off your veil?

Gejo. No, no.

Taro. Why can't you take it off? Are you bashful? I am commencing to feel a little bashful myself. All right; come along, I'll carry you. (*He picks her up.*) Master, master, I'll just run on ahead to get things ready at home to receive you. Don't be too long.

(*He goes off, carrying the girl.*)

Tono. Tarokaja appears to be happy. It must be all right. Now let me get acquainted with my wife. Will you take off your veil?

Onna. No, no.

Tono. Do not say no. Please take it off. (*He removes the veil, disclosing the mask.*) What is this? A man! Oh, what a disappointment! That god always did have trouble with his ears;[1] he must have heard my prayer wrong. *Yai*, Tarokaja, bring her back! You have made a mistake.

Taro (*from the wings, far off*). Maybe you did; I didn't.

WOOD'S PHILIPPINES AFTER ONE YEAR'S WORK

BY WALTER ROBB

IF one were to visit the Philippines now, when Washington has announced that Leonard Wood will continue here as Governor-General, he would be agitated and perhaps a little alarmed at the superficial aspect of events. In the Legislature he would witness the passage through both houses, after weeks devoted to nothing else, of a resolution to be presented to President Harding and the Congress of the United States asking—and some would have made it a demand—that the Philippines be authorized to call a constitutional convention, and to elect delegates to the same, as a preliminary and requisite of "absolute, complete, and immediate independence," which will be followed by perpetual free trade with the United States both by a plank in the platform of the majority party and the various open declarations of the party president, Manuel Quezon, who admits that the economic independence of the islands depends upon the free trade they enjoy with America; not what America sends into the islands free, but what the islands send into America free.

The visitor would also learn that this convention resolution is not to be forwarded to Washington through Governor Wood, but will be presented by the Resident Commissioners, of whom the Philippines have two at Washington, and by a special delegation from the Philippine Legislature. He would learn that, whether or not this resolution has the sanction of Governor Wood, the Governor is powerless either to speed it or halt it; the islands have at least a pseudo-independence which makes the Legislature supreme except for a veto power mutually vested in the Governor-General and the President, and seriously attacked on constitutional grounds whenever exercised.

On learning that even Americans representing vested property interests had proposed a scheme for Philippine independence to provide merely for a resident adviser, the visitor might ask, "Isn't this situation rather getting out of the Governor-General's hand? The Legislature seems simply to ignore him."

Even long-resident Americans are asking just such questions. It would not, then, be strange if to a stranger the situation were confusing.

But the answer is, The Legislature is using powers conferred on it by the Jones Law of 1916, which created the Senate in lieu of the Commission. The apparent ignoring of Governor Wood probably means that he does not indorse the proposal—on which he is silent—and the fanfare and fireworks at the Legislature obscure the quiet work in progress at Malacañang, the Governor's seat. Some day, and we may expect this to be about April, 1924, or thereabouts, when he reports in person to Washington, Governor Wood will speak on the future status of the Philippines in relation to the United States, and speak with tremendous force, the more tremendous from having been so long pent up and welling from such rounded experience.

During these days at Malacañang he is aloof from the community, a pongee-clad hard-working man not innocent of a fine military bearing. Whom he wishes to confer with he calls through his son Osborne, his aide-de-camp, or through one of his secretaries. Such conferences are frequently crowded out of the working day and postponed until dinner time. They are with men and women of expert judgment on the subjects the Governor has for discussion, usually something on which he must render final decision. The immediate problems of government are to him the big problems; he has no vision of a brilliant future except one built on pres-

[1] Ebisu usually is represented with very large ears.

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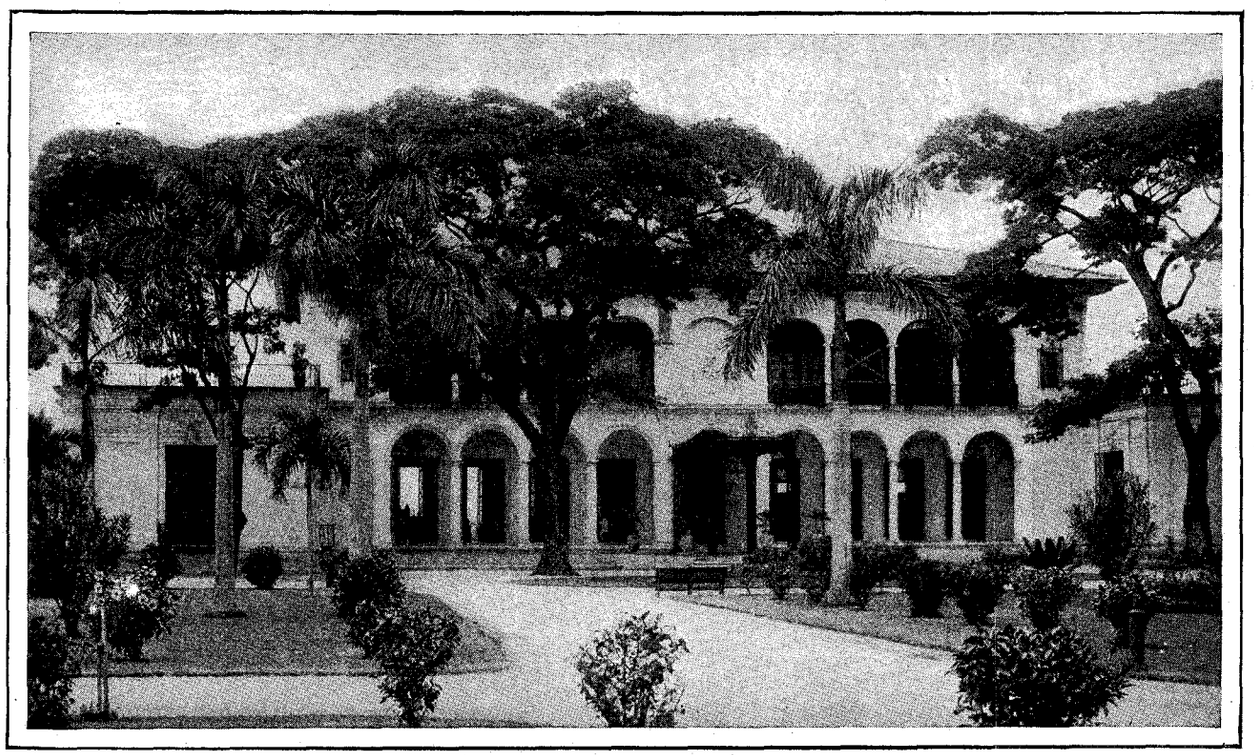

EXECUTIVE OFFICES AT MALACAÑANG

Governor Wood's offices are low-roofed, at the extreme right

ent duties adequately and unselfishly discharged.

He does not give five minutes' thought to relinquishing the Provostship of the University of Pennsylvania. He of course realizes the honors and distinction coupled with the position; but in the Philippines he has undertaken tasks as yet not completed, so there is nothing to do but stay. One all but sees him initialing a cable on the University matter to the President and Secretary Weeks, and then saying:

"Mr. Franks [his private secretary], I should like to see those papers on the Angat River project—the Metropolitan's bond proposal."

Here is the key, here the answer. By stroke of pen the Legislature seeks to emancipate Manila politically; by dint of mobilization of engineering effort and bond selling Wood wishes to emancipate Manila from handicaps and disease due to an imminent shortage in the water supply. Almost to the accompaniment of fervid oratory, he sits in his office working this problem out with the directors of the publicly owned Metropolitan Water District. (In similar fashion he has handled the other Angat project, that of an irrigation system for the lower Luzon Valley; and no small number of hours was involved in arranging for the tenants—thousands—in several towns of considerable size to take over the San Juan de Dios *hacienda*, which will end their exploitation as peons.)

In this manner Governor-General Leonard Wood does his work. The Philippines are an agricultural country and the work is therefore chiefly on matters concerning agriculture. In the Legislature there is no farm bloc; not a man but who is, besides a lawyer, either a farmer or planter, and a bloc would be superfluous.

What can a chief executive do for the farming industry in a twelvemonth and a few weeks over?

For cattle breeders whose herds have annually been depleted, often entirely wiped out, by rinderpest the Government serum laboratories have been enlarged and a corps of vaccinators trained to use the anti-rinderpest vaccine made at the laboratories. This creates immunity to the disease. Indian cattle have a natural immunity, and are therefore to be brought into the islands by the Government and loaned to breeders.

Such is a specific problem solved and out of the way. One more may be mentioned, because perhaps every household in America benefits by it. It also shows that American seamanship did not wane with the eclipse of the old romantic clipper-ship days—during which time the old cemetery in Manila slowly filled with graves of New Englanders and the trade of the islands was dominated by two American firms, Peele, Hubble & Co. and Russell & Sturgis. If ocean ships care to, they are now permitted to go to the minor ports of the Philippines and load cargoes of products—Manila hemp, copra, sisal, maguey, sugar, tobacco, gums, resins, etc.—for direct shipment abroad. The Yankee ships are doing this, and saving growers the expense of the interisland haul to the export points.

This is the kind of administration Governor Wood is giving the Philippines. In the homestead country his special courts have just decided in favor of the settlers; in Negros a health survey of the workmen on plantations is under way; in Cotabato, Mindanao, where the people of the United States own so much rich public land, Filipinos, many of whom have been graduated from the Central Luzon Agricultural School, have taken up leases, in expectation of the aid of American capital, that when under cultivation will make the sugar crop of the islands greater than that of Cuba.

These are solid achievements; during the first year of Wood's administration the Philippines exported twice as many tons of products as they had ever exported before, and this at a time when prices were low and profits small. The Malacañang's efficiency is like that of the mills of the gods, slow but thoroughgoing. It is true that under the Jones Law the Governor-General's powers are largely either lopped off or shared with the other branches of the Government. Wood applies those he has left to the best advantage possible. His recommendations are in the Wood-Forbes report, and as yet not acted upon. Whatever he does here, whatever he may recommend when, perhaps fifteen months from now, he packs his grip and goes to Washington, seems certain to be from the view-point that the Philippines are pivotal for the United States in the Far East and American and Filipino interests, even political interests, are not inimicable.

Manila, December 10, 1922.

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SOLDIERS OF THE NORTHERN CROSS

BY FULLERTON WALDO

THE far Northwest breeds resolute, heroic Churchmen. In no part of the world does "the cure of souls" call for a larger measure of courage, selfless consecration, and muscular Christianity.

Southwest of Great Bear Lake, in the Franklin Mountains, and on the north bank of the Blackwater River, which empties into the Mackenzie, Mount Bompas perpetuates the memory of a faithful soldier of the cross. Bishop William Carpenter Bompas was born in 1834 in Regent's Park, London. He was the son of Sergeant Bompas, who is said to be the original of Sergeant Buzfuz in Dickens's "Pickwick Papers." Stories of the missionary zeal of those who had spent themselves in effort for the Indians fired his generous spirit. He chose Fort Yukon as one of the loneliest and neediest places. When he went there, he decided to cut all ties with his own home and with civilization, lest, having put his hand to the plow, he might be tempted to turn back. He gave away all his books, even to his much-worn and carefully annotated Bible. He took no tokens of friendly remembrance. He allowed himself nothing that would mark his mode of life, in the outward aspects, as at variance with the way of the "silent, smoky Indian." Nevertheless he did not let himself become the pale ascetic, the dehumanized anchorite; his sense of humor was as active as his conscience. Of the dangers that beset the mind of one who dwells alone he was aware. Therefore he pursued studies in Syriac as an avocation amid his preaching, traveling, and teaching. In time he became one of the foremost scholars in that field of research. Savants of Europe appealed to him as to a court of last resort in difficult textual interpretations, and, though the answer from the snow-hung spruce woods might be two or even three years reaching them, when it came it was final. "The Pine Tree Chief," as he was called by the natives, wrote a book entitled "Northern Lights on the Bible," now out of print, which draws many a quaint and curious parallel between the customs of ancient Israel and those of the folk of the Arctic foreshore.

Not until he was nearly forty did Bompas find the "fellow-farer true through life." Charlotte Cox, whom he married in 1873, loved the Italian language and carried Dante on many a forest pilgrimage. When, greatly to his own dismay and distress, Bompas was raised from the priesthood to a bishopric, his diocese of the Mackenzie covered nearly 1,000,000 square miles—about a third of the area of the United States. He had to cover monstrous distances by canoe in summer, by dog-team in winter. He has been more at home in the Eskimo igloo or the dog-rib tepee than under the white man's shingled roof with a hair mattress. On one of his very rare emergences to the outer world, at Vancouver, he went down to the docks to sleep, unable to endure the strait-jacket confinement of a room.

He shared the privations of his people. When they starved, he starved too. Many a lord bishop has stood out jealously for his perquisites, has raised questions of precedence and delighted in panoply and ceremony. Nothing of the sort had the slightest appeal for Bompas. When he called on a fellow-bishop, on the occasion of his coming to London to be consecrated, he was so ragged and unkempt that a place by the kitchen stove was thought by the contemptuous servants a fit place for him till the master of the house was summoned.

There is characteristic humor in his description of an Eskimo moving-day: "Get a dozen railway trucks, tackled together, and load them with large and small towboats, scaffold poles, a marquee, three or four dead oxen, the contents of a fishmonger's stall and of a small rag-shop, and then harness all your family, and draw the trucks on the rails . . . with a few dogs to help, and thus you will have a very close resemblance to an Eskimo family traveling in winter over the ice."

Here is a darker picture, but even here the despair is relieved by the silver lining of a gentle mirthfulness: "The Indians had to eat a good many of their beaver skins. Imagine an English lady taking her supper off her muff! The gentleman here with me supported his family for a while on bear skins. These you see at home mostly in the form of Grenadier caps. Can you fancy giving a little girl, a year or two old, a piece of Grenadier's cap, carefully singed, boiled and toasted, to eat?"

The successor to Bompas, Bishop Lucas, is worthy of his inheritance. I traveled with Bishop Lucas from Fort Chipewyan to Fort Smith, the last sixteen miles over the portage round the Fitzgerald Rapids, and later went with him a thousand miles up-stream from Fort McPherson. Bishop Lucas is the personification of simple, democratic affability. He makes no vaunt of burning zeal or sacrificial energy. Yet behind his quiet manner and mild countenance is the record of going to and fro these thirty-one years in the penetrating cold, and the scarcely less poignant summer with its "bulldog" flies, ravenous mosquitoes, and mounting temperatures in the long days of bright, hot sun.

Bishop Lucas had come from the care of forty patients in a "flu" epidemic. All but one—an aged Indian—pulled through. There was no doctor or trained nurse, but the Bishop once had eighteen months of training in London hospitals. In Fond du Lac, at the other end of Lake Athabasca from the seat of his bishopric at Chipewyan, eighty persons perished, nearly half the population. In the midst of their own tribulation the little church at Chipewyan had taken up a collection, only the Sunday before, in behalf of the destitute of Europe. The amount—he recited with justifiable pride

FORT GOOD HOPE, WITH THE ROMAN CATHOLIC CHURCH—ONE OF THE SHOW PLACES OF THE MACKENZIE, BECAUSE OF THE PREVALENCE OF WHITEWASH

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—was $119.55, and the next day a child of three, who had learned that Bishop Lucas wanted to raise the sum to $120, came with 45 cents and lisped: "For the starving children."

The Bishop once traveled with dogs 650 miles from Fort Simpson to Fort Norman and return. Of the distance, 550 miles was done afoot beside the sled. The purpose of the journey was to enable the Indians to have such a pictorial and elaborate celebration of Christmas as they had never known. When Fort Simpson was regained, it was necessary to make another journey of 650 miles to Fort Resolution, on Great Slave Lake, and back. Once on the Peace River he spent a fortnight on the ice. At another time he slept in the open at 63° below zero. A horse, stabled in a lean-to with the Bishop's blankets wrapped round him, was frozen to death; the prelate was alternately freezing and roasting as he rolled to and fro before a fire, close as he dared to lie. Fortunately, the night was calm. On Christmas Eve of 1919 the Government thermometer at Fort Smith recorded 71° below. Readers of Stefansson's "The Friendly Arctic" must not be charmed into the supposition that cold in the North is a mere figment of the imagination.

From Edmonton to Fort Chipewyan my traveling companion was the redoubtable and venerable Bishop Grouard, the Roman Catholic Bishop of Athabasca, sometime Bishop of the Mackenzie. He is eighty-two years of age, and still vigorous in harness after sixty years of arduous service. Bishop Grouard, for whom two lakes and the town of his residence are named, is as fine a figure of sacerdotal dauntlessness as I ever hope to see.

When he reported at Rome to Pius X, the Holy Father smiled, put out his hand, and stroked the flowing white beard of his Vicar Apostolic from the far North. Bishop Grouard was delighted with this friendly act of the Pontiff, and broke out in Latin: *"O quam bonus Pater tu es!"* (Oh, what a good father thou art!) Of all the pilgrims on all the roads that lead to Rome, there could be few with a tale better worth a pontifical audience.

BISHOP ÉMILE GROUARD, VICAR APOSTOLIC

Bishop Grouard brought to Fort Chipewyan, on Lake Athabasca, the first printing-press. He told me that the types in the Cree language were cast in Belgium and brought by him to Paris just after the Franco-Prussian War. The strange characters incurred the suspicion of the police. They summoned him to the Prefecture and demanded:

"What secret code is this?"

"It is no secret code."

"What is it, then?"

"It is the letters of an Indian alphabet."

"Oh! So you come from the Indians? Where are they?"

"Far to the north, west of Hudson Bay, on the shores of the Arctic Ocean."

"Why do you go there?"

"To take them the knowledge of the truth, and to preach to them, and minister to their welfare."

"Oh! we understand. We tender you our apologies. You may have your types, and we wish you all success in your mission."

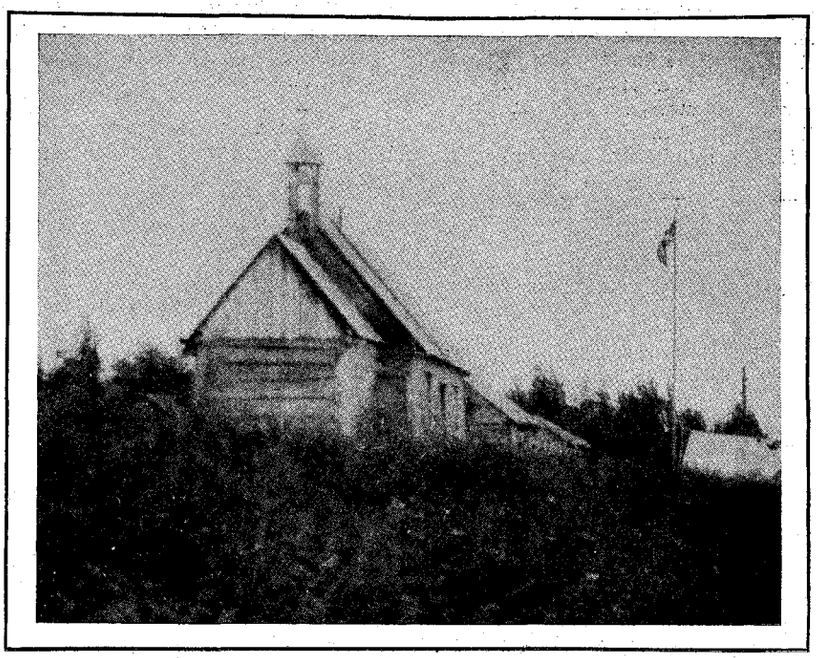
Bishop Grouard set up the types with his own hands and printed 3,000 copies of a prayer-book in Cree, as well as a summary of Old Testament stories and of the Gospel narratives.

The versatile Bishop also made the altar paintings in the Roman Catholic church at Chipewyan. The scene represented in the main picture is that of the Crucifixion, and at the sides are panels portraying Moses with the tables of the law and St. Peter holding the keys of heaven. Since the painter had no canvas, he used moose hide and deer skin brought in by faithful Indians.

The Bishop floated the first steamer on the Peace River. Before its advent the men "tracking" (*i. e.*, hauling) the scows up-stream were often driven far from the bank at times of high water, and had the greatest difficulty in keeping their ropes from entanglement among the trees. "They would rest, and they would eat," said the Bishop, naïvely, "but they would get nowhere!" He spoke as one who from abundant experience knew the meaning of forced marches to the starving, the sorrowing, and the dying. The book of Father Duchaussois, "The Grey Nuns of the Far North," gives many a vivid picture of the hardships endured by these evangelists, both men and women, of zeal unquenchable, whose faith and works went hand in hand to claim the virgin Northland *"Christo et ecclesiæ."*

"I love all the Indians," said the good old Bishop, simply, and he wist not that his face shone. "They love me. They give me what they have; they do for me what they can. Two great evils we must help them fight are gambling and the drink. At Chipewyan we have taught them a hymn against drink. It goes to the tune of the 'Marseillaise.'"

"When we first came," a Grey nun said, "they could not understand that we had come without hope of material reward. They could not believe we had come only to do them good. Nor could they believe we were not transient, like the fowls of the air. 'When you go away, who will come to us?' they wondered. 'We shall not go away,' we told them. 'But when you die?' 'Nuns never die,' we said. 'They pass on, but their places are filled, for, though the servants of God go to their rest at eventide, their work is immortal.'"



A "LITTLE CHURCH AROUND THE CORNER" AT FORT WRIGLEY

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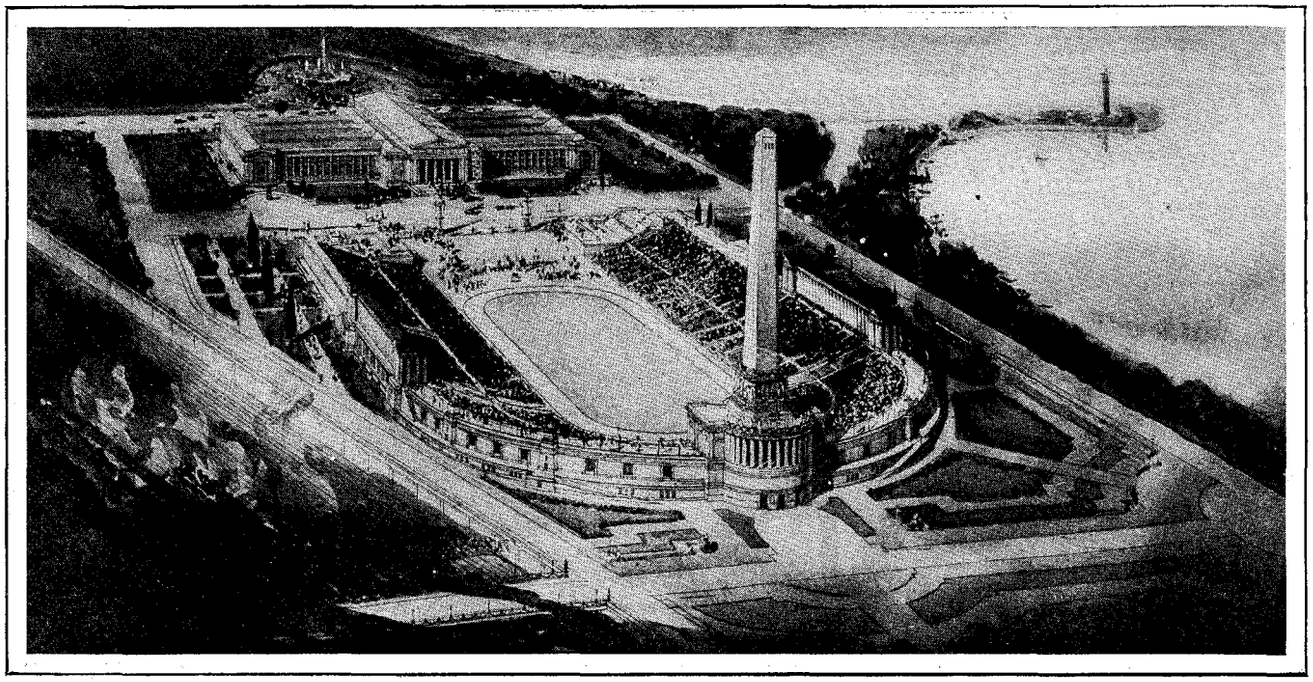

CHICAGO'S NEW STADIUM, NOW UNDER CONSTRUCTION, SHOWING FIELD MUSEUM OF NATURAL HISTORY BEYOND

MAKING CHICAGO A CITY BEAUTIFUL

BY ROBERT H. MOULTON

THE late James J. Hill, whose constructive genius contributed so much to the development of our National resources and the building up of our inland empire, understood well the operation of geography, and thereby was able to forecast and capitalize the future. Before he died he declared that within a generation the Pacific coast would be the home of twenty million people, and that Chicago, the crossroads between the two seaboards, would be the largest city in America.

Whether the wonderful city on Lake Michigan is destined to outstrip New York in the race for primacy only the coming years can decide. Chicago, at any rate, has complete confidence in her future, and is showing her faith by her deeds. No community has ever been more solidly united in determination for civic accomplishment. The people of Chicago have given their approval to the expenditure of approximately a quarter of a billion dollars for new improvements, and in no other city in the world are so many great public works under way and about to be started. In addition to a dozen big improvements already completed, two major features of the "Plan of Chicago" are now actually going forward, and seventy-five other projects in every part of the city are pending before the Plan Commission for consideration.

The genesis of the new Chicago was written in the days following the close of the World's Fair in 1893. Conscious of the success of that tremendous undertaking, Chicago felt the desire to grow indefinitely in wealth and commerce and to hold her position among the great cities of the world. She wanted to enter upon an era of reconstruction—to experience a new renaissance. The experience of other cities had taught her that the way to true greatness and continued prosperity lay in making the city convenient and healthful for the ever-increasing number of its citizens; that civic beauty satisfies a craving of human nature so deep and so compelling that people will travel far to find it; that the orderly arrangement of fine buildings and monuments brings fame and wealth to the city; and that the cities which truly exercise dominion rule by reason of their appeal to the higher emotions of the human mind.

The result was that in 1896 there was conceived the Plan of Chicago—a scheme of civic improvement which had for its purpose the direction of the future growth of the city in an orderly, systematic way, and the solution of its problems of transportation, street congestion, and public health.

It was realized that the American city, and Chicago in particular, is a center of industry and traffic, and therefore in working out the Plan attention was given to the betterment of commercial facilities, to methods of transportation for persons and goods, to removing the obstacles which prevent or obstruct circulation, and to the increase of convenience. It was realized also that good workmanship requires a large degree of comfort on the part of the workers in their homes and surroundings, and ample opportunity for the rest and recreation without which all work becomes drudgery. Then, too, the city had a dignity to maintain, and good order is essential to material advancement. Consequently, the plans provided for impressive groupings of public buildings and reciprocal relations among such groups.

For the great work of actual drafting of a practical plan for Chicago's growth the city was given, without any charge, the services of the late Daniel H. Burnham, architect. The genius of this world-renowned man was contributed to Chicago's good, and that at a time when other great cities busy at planning betterments were bidding thousands of dollars for the services Chicago was getting for nothing.

One of the most dramatic features of the Plan of Chicago—what, indeed, might be called the heart of the entire Plan—is that providing for the development of the lake front. The central idea upon which this feature is based provides for a complete remodeling of the shoreland from Jackson Park on the south to Wilmette on the north, a distance of twenty-one miles.

In the development of the water-front park scheme there will be, beginning at Jackson Park, a yacht harbor three miles along shore and two miles across. This

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TYPE OF BRIDGE TO BE BUILT OVER THE LAGOONS OF THE PARK TO BE LAID OUT ALONG THE SHORE OF LAKE MICHIGAN

will result from the building of a half-circle of little islands in the lake in a zone where the water is comparatively shallow. Then northward will sweep one large island park, or perhaps two islands, reaching the main harbor at Twelfth Street, nearly five miles in length and half a mile wide. Between it and the mainland will run a lagoon fourteen hundred feet wide. Both margins of this lagoon will be planted with trees and shrubs, so arranged as to leave openings of various sizes, thus providing vistas of the water and the life upon it to be enjoyed by the people along the driveways or living in the homes that line the borders of the park stretches.

That the lagoon will be a powerful attraction toward open-air athletics, both in summer and winter, cannot be doubted. It will be protected from the waves of the open lake and sheltered from the wind by the park strips on one side and by the city on the other, thus providing a waterway, always calm and always safe, five miles long and nearly a thousand feet wide. Here houseboats, launches, canoes, rowboats, and small sailboats, as well as craft for public use, such as are usual on the Thames, the Seine, and the canals of Venice, can ply unrestricted. An additional feature will be the construction of restaurants and pleasure pavilions along the waterway.

The development of this water-front park scheme does not end here, however. It is proposed to build a new strip of land immediately east of that occupied by the Illinois Central rail tracks and extending out into the water for a distance of about three hundred feet, running the entire length from Jackson Park to connect with Grant Park at Twelfth Street, paralleling the lagoon and outer parkway strip. This will give Chicago the most magnificent water-front of any city in the world, and will afford the people an opportunity to enjoy the alluring pleasures that only water sports and waterway parks can provide.

All the park authorities of Chicago have worked steadily toward the ideas of the lake-front plans in the Plan of Chicago. During 1915, for instance, more than two hundred acres were added to Lincoln Park on the north. It was made by filling in the lake. This improvement embraces a yacht harbor 2,600 feet long and 1,000 feet wide, a lagoon, picnic grounds, extensive playgrounds, bathing beaches, and a golf course. This work cost only $1,875,000, but the land thus made is estimated to be worth $15,000,000.

The improvement of Chicago's water-front is the most practical and feasible part of the Plan of Chicago, and can be accomplished at practically no extra cost to the taxpayers by building at the rate of 125 acres of land per year, utilizing Chicago's waste material, and filling to a maximum depth of thirty feet, with the mean average depth of twelve to fifteen feet. At this rate 1,200 acres of park land can be secured in ten years, and the value of this land, according to experts of the Chicago Real Estate Board, would be $46,000,000. To this should be added the sum of $3,000,000 which would be poured into the city treasury by private contractors who would pay for the right of dumping their material on city land. Grant Park, on the water-front, is an illustration of what can be accomplished along this line. This park contains over three hundred acres and was built up entirely of the city's waste in a few years. Its creation is of inestimable value.

At the southern extremity of Grant Park the recently completed Field Museum of Natural History was the first step in the development of this space as an educational center. The new Museum building stands upon made land at the foot of Roosevelt Road and covers an area of 700 by 350 feet, being the largest marble building in the world.

One of the most spectacular features of the lake-front improvement provides for the construction of a great central harbor faced by Grant Park, which is adjacent to the lake and extends along the entire business front of the city. This great basin will lie in the hollow of curving parkland shores extending into the lake three-quarters of a mile and more than a mile in length. Two long sea walls, curving outward, with openings at the center and at either end, will permit easy passage of vessels and assure calm water always within the harbor. This scheme further provides for great piers and stations at the extremity of the northern coast of the harbor, for the use of the passenger-carrying vessels of the lakes, and buildings for park purposes at the extremity of the southern coast of the harbor.

A stadium for both land and water events of unrivaled size and great beauty is a feature of the general scheme of reclaiming and beautifying the lake front. This stadium will have a seating capacity of more than 100,000, with a pit on land sufficiently large for the most elaborate athletic events, army tournaments, or other outdoor gatherings. Over the arena spectators will have an open view of the lake. This arrangement will permit the use of the

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stadium for naval displays, boat races, and other water events.

The lake-front improvements involve, among other things, the electrification of the Illinois Central's right of way from a cindery smudge into a trolleyized carrier, and the erection of an $80,000,000 terminal at the foot of Roosevelt Road, facing north. This new depot will be large enough to house all the other South Side terminals which are located in and south of the "loop" at presnt.

Long study of street conditions and the movement of trade and commerce in Chicago has shown that the greatest need of traffic is to be able to avoid the crowded central part of the city wherever possible. To make the movements of vehicles from one part of the city to another less difficult was the chief aim of the first work of street improvement.

There has been selected as the inner street circuit about the central business district the four streets which bear the heaviest traffic. They are Michigan Avenue, Roosevelt Road, Canal Street, and Chicago Avenue. The great Roosevelt Road improvements, the first work of the Chicago Plan Commission upon which the city engaged, is completed from Ashland Avenue to Michigan Avenue, a distance of two miles. The transformation of the old 66-foot street into a magnificent 108-foot wide traffic-way is a splendid example of twentieth-century city planning. The total cost of the improvement was $4,500,000.

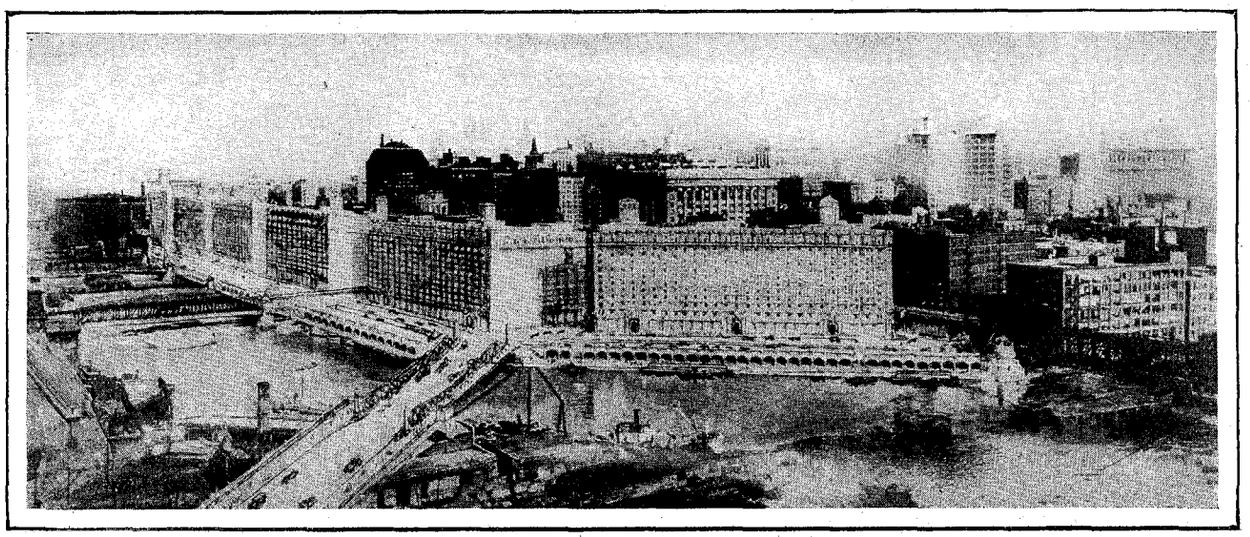
The Michigan Avenue improvement came next. This street is the base line of the city's traffic, and it is destined to carry the heaviest traffic of any city in the world. For years this thoroughfare has been the pride of Chicago and the admiration of all who visit the city. But its "splendid mile," 130 feet wide, extended until recently from Roosevelt Road to Randolph Street. There its spaciousness was lost in a 66-foot squalid gap. Its remaining three blocks to the north branch of the Chicago River were lined on both sides with ancient squatty and half-dilapidated buildings, ending in the Rush Street bridge, which was about as homely a structure as the eye could see, being an old-fashioned, single-span drawbridge.

The Rush Street bridge was one of the most crowded in the world up to the time it went out of commission in May, 1920. It carried, prior to that time, sixteen per cent more traffic than London Bridge, long known as the most congested vehicular bridge in the world. The seven east-and-west streets immediately north and south of the Rush Street bridge carried thirty-eight per cent more traffic across Michigan Avenue to and from the railway terminals on the lake front and the warehouse district on the west side than enters London at its seven principal points of entrance. By actual count, 14,754 vehicles, proceeding north and south on Michigan Avenue, interfered with and were delayed by 22,441 vehicles going east and west in the district between Randolph and Ohio Streets, the total number of vehicular interferences being 125,719. The delay occasioned by traffic regulations has amounted to an annual loss of $500,000 to various interests.

To relieve this congestion, as well as to extend Michigan Avenue itself, and incidentally complete the chain of boulevards from Jackson Park on the south to Lincoln Park and Sheridan Road on the north, the Plan of Chicago provided for widening the avenue to the maximum width of 130 feet and to carry it on a straight line via a new bridge into the Lake Shore Drive, north of the river. Both the avenue and the bridge, which have been completed about a year and a half, have two levels. The upper one extends from building line to building line—the full width, 130 feet. New buildings abutting on either side have the unrivaled advantage of two streets—the lower one used for heavy traffic, and the upper one the light traffic-way and main entrance thoroughfare to the store buildings. The approaches to the two-level sections are very gradual slopes, and one hardly realizes that he is passing from the city grade to an upper level.

This vast improvement involved the partial or total demolition of many costly buildings, the total number of awards for property assessed and taken being $5,428,671. The total amount of the contracts for all the work, including the double-decked bascule bridge across the Chicago River, which is the largest and finest bridge of the sort in the world, was $7,686,887, which, added to the amount of awards and damages, made the total cost of the improvement $13,115,558. That city planning, however, is a profitable investment, both to property-owners and to the city, is clearly shown in the increase in property values and city revenue from the Michigan Avenue improvement. Values in the immediate vicinity of this improvement, according to the North Central Association (an organization similar to the Fifth Avenue Association which safeguards Fifth Avenue in New York), have increased $50,000,000 since the improvement was begun. Due to this improvement, $100,000,000 worth of buildings are now under construction or planned in this zone.

Another important reason for the projection of Michigan Avenue on the plan outlined is that this great natural highway, extending as it does forty miles from Jackson Park to Lake Forest, skirting a great inland unsalted sea where in rough weather the spray dashes over the curb, presents possibilities for attractiveness and beauty such



PHOTOGRAPH OF EXISTING CENTRAL DISTRICT OF CHICAGO SHOWING THE PROPOSED SOUTH WATER STREET DOUBLE-DECK IMPROVEMENT SKETCHED IN. THIS IS THE FIRST STEP IN THE PLAN OF CHICAGO TO MAKE THE BANKS OF THE CHICAGO RIVER ATTRACTIVE, USEFUL, AND PROFITABLE

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as do not exist in any other city. Few cities have an opportunity for a thoroughfare so beautifully situated as has the city of Chicago.

The reclamation of South Water Street, now forming probably the world's greatest produce and commission market, and on which the congestion is so dense that through traffic is absolutely blocked, is another improvement of magnitude, and one which is necessary to complete Chicago's great central district. South Water Street to-day is an economic waste, a burdensome charge on all the people, a drawback to Chicago's progress, and an obstruction to its prosperity.

As a produce market the street is doomed. New locations with improved sanitary and scientific handling and interchange facilities must be found. Handling produce on South Water Street has been proved most expensive, costing $1,624,800 each year more than it should cost. All products are carted to it under costly and wasteful conditions. Food is frost-bitten in winter, wilted in summer, and started toward decay by being hauled over rough streets. This wastage amounts to the huge sum of $2,620,800 annually. This loss is all borne by the consumer, which is one reason for the high cost of living in Chicago.

The removal of the South Water Street Market to some location outside the loop will reduce loop traffic 13,814 vehicle trips per day now required to serve the 6,133 retail grocers of the city. This is in addition to the 200 transfer and 1,700 freight team trips in the total of 15,714.

By development since 1911 the future of Canal Street as a place of monumental architecture is assured. First there came the fine $20,000,000 Northwestern Railway terminal. Then more recently the splendid Union Station, forming a part of the $60,000,000 development plans of the Pennsylvania and associated lines, work on which is now proceeding rapidly. Between these two imposing terminals will be located the new West Side Post Office, which will be commensurate with Chicago's position as the central clearing point for mail destined for distribution over the entire country.

It is a remarkable and interesting fact that the new Chicago Post Office, when located on the two-block site advocated by the Chicago Plan Commission, will be at the center of the greatest postal system of the entire world. Through the adjacent Union and Northwestern terminals flows the mightiest flood of postal matter that is centralized at any one point on earth. Mail from every hamlet, village, and city in the Nation is constantly passing through these terminals. To secure its quick and easy handling, as can be done only in the proposed Canal Street Post Office, will benefit the whole Nation as well as it will Chicago.

THE BRAWN OF THE ST. LAWRENCE

AN INTERVIEW WITH AN AMERICAN HYDROELECTRIC ENGINEER WHO CLAIMS THAT HE CAN SAVE THE UNITED STATES FIFTY-FOUR MILLION TONS OF COAL ANNUALLY

BY NEWTON FUESSLE

CONCEALED beneath the bright surface of the St. Lawrence River there lies a massive coil of green muscles that are capable of doing millions of dollars' worth of useful work every year. Some day those resting muscles are going to be put to work, and the result will be one of the most impressive engineering wonders of the world.

This submerged liquid brawn represents more potential power than that of all of Europe's rivers and waterfalls combined, excluding those of Norway and Sweden.

The release of this potential might and its conversion into so-called horsepower would involve one of the most interesting and monumental jobs in hydroelectric engineering ever undertaken. It would require greater dams than any of those in the Nile, the Mississippi, or at Muscle Shoals. It would require the control of ice that pounds its way violently down the river during spring at the terrific rate of 675,000 tons per hour. It would mean a far more difficult engineering task than the building of the Panama Canal.

But the project would create 5,400,000 hydroelectric horse-power. It would save 54,000,000 tons of coal each year. It would release over $550,000,000 of existing railway property for other beneficial uses. It would reduce the international power bills of Canada and the United States more than $189,000,000 a year. It would replace the annual labor of fully 160,000 of the men lost during the World War. And it would provide navigation for ocean vessels to Chicago and other ports on the Great Lakes.

There has been much talk and debate concerning this big power and navigation project. For many years the tranquil St. Lawrence has been talked of as a great potential navigation course and power source. But of late the river has become the subject of a stupendous kind of engineering diagnosis, and it is being tapped, stethoscoped, probed, and charted in a way that no other river ever has.

A MASTER OF WATER

Several years ago a gifted engineer who has designed in different parts of the world more than 1,500,000 hydraulic horse-power brought the St. Lawrence idea back to life. He went to a group of American capitalists, and told them that he wanted to find out whether his ideas about a new St. Lawrence were practical or not. He told them that it would cost $250,000 to make the necessary preliminary investigation, and calmly asked them for the money. The capitalists conferred for a few minutes, and then gave him the quarter of a million and told him to go ahead.

That engineer realized, not only that public need required a new St. Lawrence both as to navigation and power, but that the advances in the art of engineering had at last made that new St. Lawrence possible. That was in 1918, and antedated the efforts of the St. Lawrence-Tidewater Association, an organization including eighteen States, which was formed the following year, and which has been doing remarkably effective work ever since. That engineer has now completed his preliminary investigations. His study and his findings are of close personal concern to 50,000,000 people of the United States and Canada, and provide the first big constructive plan to make the most of the St. Lawrence.

His name is Hugh L. Cooper, and to Colonel Cooper belongs the distinction of being first in the field of an engineering endeavor of foremost National and international importance. He has wrung horse-power from the treacherous waters above Horseshoe Falls and has tamed other formidable streams in North and South America. He designed and built across the Mississippi at Keokuk the world's greatest power dam. He has recently designed a still bigger one for Muscle Shoals.

There is nothing limpid about this master of water. There is something of the hardness and massiveness about him

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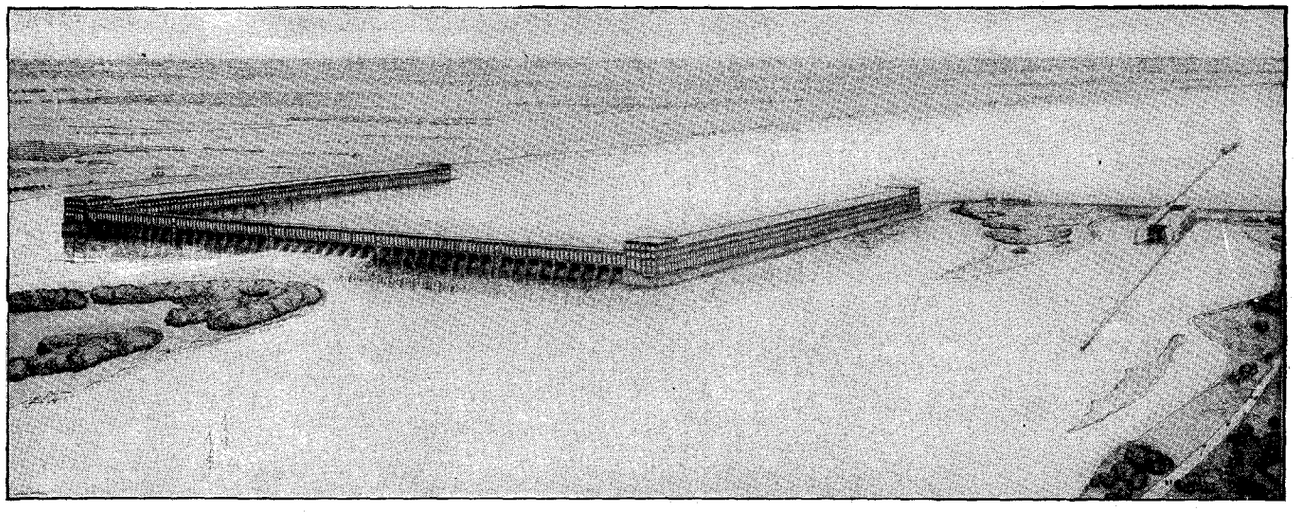

A GENERAL VIEW OF THE CAT ISLAND TWELVE HUNDRED THOUSAND HORSE-POWER DEVELOPMENT AS IT WILL APPEAR WHEN IT IS COMPLETED. THIS SAME GENERAL TYPE OF CONSTRUCTION IS RECOMMENDED AT EACH OF THE OTHER FOUR LOCATIONS

that suggests the bulging promontories of concrete with which he dams the world's waters and makes them yield horse-power for millions of people. His hands are singularly seamed and grooved. They are pick-and-shovel hands, big Rodin-like hands that seem capable of seizing mysterious natural forces and bending them to the purposes of mankind.

Back of Colonel Cooper's vigilant eyes there seem to be spacious chambers lit by a powerful imagination incapable of contenting itself with petty concerns. His rugged figure seems out of place in offices and clubs; he seems built for plunging through obstacles; to belong out in the open, out among rocks and mountain ranges and rivers.

His language is homely; the brusque tang of Minnesota still clings to it; it is the language of one who is used to giving orders and stating facts. He talks with the terse colloquial eloquence of one who is used to bossing a gang of ten thousand hard-fisted workmen and making them perform.

He has a way of reducing complicated engineering principles to the simplest of terms. He was showing me a design of one of the enormous hydraulic turbines that he installed twelve years ago at Keokuk. He pointed out the revolving part that weighs nearly a million pounds and turns at an unvarying speed. Colonel Cooper explained that if a woman hailed and stopped a trolley car operating anywhere under the plant's power a highly sensitive device would at once indicate a lessened momentary demand for energy, and that accordingly the application of pressure to the turbine would at once be automatically reduced to conform to the changed requirements.

I couldn't get it through my head at first that an unvarying revolution rate could transmit a varying degree of power.

"It's like this," said the engineer, patiently. "You've seen an ordinary grindstone, haven't you? All right. Suppose that the grindstone has to turn fifteen times per minute. A child can easily turn it to grind a knife. But along comes some one with an ax blade to grind. You can easily see that with the ax blade pressing against the stone it takes more strength to keep up your fifteen revolutions a minute."

Reduced to this plain barnyard language, I readily saw the point. And Colonel Cooper has a long and extraordinary record of being able to make all kinds of people see the point, especially where hydroelectric power is concerned.

It seems that various engineers had made unsuccessful appeals to the late President Cassatt, of the Pennsylvania Railroad, in an effort to make him see the wisdom of selling part of the road's property for the construction of a dam at McCall's Ferry, on the Susquehanna River. Cassatt took these engineers in turn, in the pointed language of Colonel Cooper, "by the seat of the pants," and put them out. Finally, Cooper contrived to get into Cassatt's office, but the towering railway executive didn't even ask him to sit down. Much plain language followed. Cooper finally made Cassatt see that it was entirely to the railway's advantage to help build up the hydroelectric power that would in turn build up Baltimore, with the result that the railway soon agreed to co-operate with the new power company, thus reversing its previous attitude.

VAST SAVINGS WOULD RESULT

It seems almost incredible that the 120 miles of the St. Lawrence River from Ogdensburg, New York, to Montreal, representing a drop of only 220 feet toward the sea, clasps more potential power than is now in commission in all of the rivers and waterfalls of Europe combined, outside of Norway and Sweden. If converted into hydroelectric horse-power, the State of New York alone would save at least $42,000,000 a year in power bills, while the canalization of the river would reduce grain freight rates 6 to 10 cents per bushel.

The five dams proposed by Colonel Cooper, together with the six locks and six miles of canals, would create a permanent link in a navigation system capable of handling 200,000,000 tons of freight per navigation season. To-day there are transported annually only about 4,000,000 tons of freight over this waterway.

The cost of the entire project, with all proper charges included, will be somewhere around $1,250,000,000, or four times the cost of the Panama Canal.

The saving in coal alone, which would run into 54,000,000 tons a year, means enough coal to fill a string of 50-ton coal cars nine thousand miles long—a distance greater than the diameter of the earth. But the railways need not shake and shiver at the prospect of losing the opportunity to haul all this coal. Fully thirty per cent of the freight now hauled by the railways is coal. This equipment would be released for hauling other commodities much more profitable for them to handle.

"Instead of the railways being knocked out by this development of hydroelectric power," declared Colonel Cooper, tersely, "they would be knocked in. Their earning power would be substantially increased over what it now is."

He points out that just as the Postal Savings Banks proved to be feeders for the older banks, which had at first opposed the Postal Savings idea, so will hydroelectric power prove a feeder element for the railways, which have generally so strenuously opposed its development. He is convinced that large business interests are often blind to the real value of the very innovations that can do them the most good.

The whole financial structure of the country, according to Colonel Cooper,

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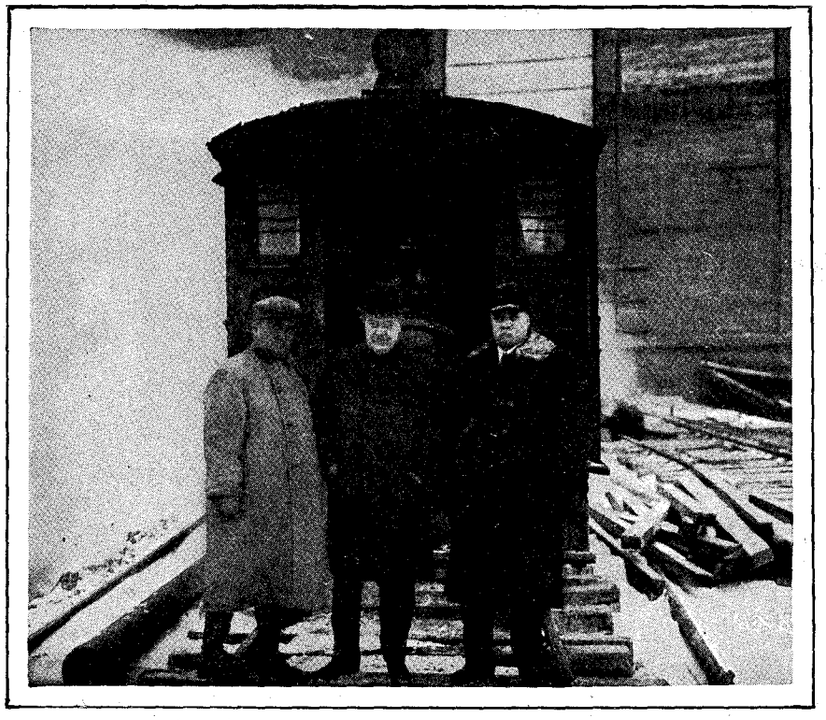

HUGH L. COOPER (LEFT) EXPLAINING THE INTRICACIES OF THE KEOKUK DAM TO TWO GOVERNORS. FORMER GOVERNOR DUNNE OF ILLINOIS IS IN THE CENTER. FORMER GOVERNOR CLARKE OF IOWA IS ON THE RIGHT

would profit by the change. The release of $540,000,000 of railway property for other uses would automatically relieve the investment field of the necessity of furnishing this great sum for new railway construction and equipment.

PULLING THE UNITED STATES AND CANADA CLOSER TOGETHER

The magnitude of the project would result in notable international co-operation. The United States and Canada would be pulled closer together. The juxtaposition of cheap navigation and cheap power would produce industrial prosperity on both sides of the international line.

The Cooper plan is thus a project in international reciprocity, which, in the end, might do more to set up world peace than all of the other anti-war theories put together.

"History," declares Mr. Cooper, "does not record a single case in which one of two bordering countries has been continuously prosperous at the expense of the other."

It begins to look as if higher mathematics and civil engineering are the gateway to world peace. But there is a world-wide ignorance, according to Mr. Cooper, that has stood in the way of the full use of natural water power.

In 1920, after a ten years' battle in Congress, a United States Federal Water Power Bill was enacted. "The same bill, word for word, could have been passed in 1910," says Colonel Cooper, "and many hundreds of millions of labor and transportation costs could have been thus saved to our National wealth. The excuse most frequently given by Senators and Congressmen during the ten years' delay was: 'Yes, your arguments are sound, but there is no sentiment in the country for the law.' This is not statesmanship or wise leadership. It is of a piece with the world-wide ignorance of the art of government. Surely, from somewhere in Government circles in Ottawa and Washington leadership will spring up that will forbid such delays regarding St. Lawrence navigation and power as occurred with the Federal Water Power Law."

PLANS OF THE GOVERNMENT ENGINEERS

When the Wooten-Bowden report was submitted to the International Joint Commission regarding the canalization of the St. Lawrence, the Commission invited the best engineering minds of the two countries to criticise the report.

Colonel Cooper made a long and painstaking study of the recommendations of the Government engineers, and then he submitted a searching analysis in which he reluctantly reached the conclusion that the Wooten-Bowden report was "pregnant from beginning to end with fundamental engineering conclusions and recommendations radically opposed to the public interest of more than fifty million people." In Cooper's opinion, these conclusions and recommendations failed to produce the best navigation and power results, and the Government engineers' plans could not be corrected by amendment or minor changes because they were fundamentally wrong.

His criticism, offered in November, 1921, began a spirited engineering battle, the final results of which will be of singular importance to a present population of more than 50,000,000 people, plus the still greater future population of the territory involved.

He holds that if we waited for the two Governments to develop the St. Lawrence project we should never get it. He considers that it remains for private enterprise, under strictest Government regulation, to push the big project to completion if the full measure of the possible benefits are ever to be attained.

"Eighteen States are demanding that New York recede from the selfish position it has taken," he tells me. "The objection of the Port of New York Authority to the St. Lawrence project is the result of faulty judgment. The loss of grain shipments through New York would be more than made up by the vastly increased manufacturing in the State resulting from the availability of the new 'white coal' furnishing cheap power as opposed to the existing burden of high-priced steam coal power."

THE NEED OF SUPER-POWER ZONES

Colonel Cooper points out that public interest by the operation of the existing Federal and State laws will be thoroughly protected as to rates and service, under private development of the project. "Practically all water power," he states, "now devoted to public utility uses in the United States, and all water power to be hereafter developed, is, and will be, subject to regulation by public authority of rates, service, and securities issued. In other words, the representatives of the consumers fix the prices the consumers pay for their power, as well as the character of the service rendered. These representatives are subject to removal by the consumers as and when the consumers so will.

"Power is a fundamental need in our life to-day, and hydroelectric power is the most satisfactory form of power known, because of its reliability and freedom from strikes and transportation difficulties. Since 1914 there have been wide advances, varying from fifty to three hundred per cent, in most of our necessities. Developed water power has remained nearer the pre-war price than any other great necessity that can be named.

"Hydroelectric energy can now be dependably transmitted 400 miles with a total incidental loss not exceeding fourteen per cent. A primary need all over the world is the elimination of waste. One of our most repugnant and unnecessary wastes to-day is power generation in a multitude of small power units. These small power units should be abandoned by the substitution of super-power zones, and the construction of these super-power systems will be greatly aided by water power on the St. Lawrence and elsewhere.

"The introduction of 5,400,000 new horse-power from the St. Lawrence at a station cost of not exceeding $17, excluding taxes, per horse-power per annum, will bring into this power zone, not only a great expansion in existing

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industries, but also will bring in many new industries based on cheap power that could never otherwise enter the territory at all. To be able to state that power from the St. Lawrence River, that falls only 1.8 feet per mile, can compete with the prices now obtainable at Niagara Falls on either side of the line is stating a fact that represents a great engineering achievement made possible by the untiring, unnoted energies of a large number of engineers who have for years been competing and working with each other to this important end.

"No argument free from politics, selfishness, or jealousy can be advanced against the new St. Lawrence.

"All that the public interest needs in Government at Ottawa and Washington is some constructive statesmanship that will provide the properly safeguarded way for private initiative to join with the two Governments on terms arrived at after an intelligent understanding of the subject. The question of Government construction and ownership as opposed to regulated private capital will settle itself when all of the facts are on the table, where they eventually will be placed.

"Let us suppose," said Colonel Cooper, "that the people of Canada and the United States, feeling the pinch of labor shortage and high power costs, appointed a joint high commission to study the situation and to bring in a remedy. Suppose that when the remedy was revealed it was found that it called for the construction of over 6,000 miles (equal to two transcontinental lines) of heavy railway, connecting coal mines and seaports, and called for the use of 160,000 men in the mining and transporting of 54,000,000 tons of coal annually and dumping it into the sea. What kind of a reception would such a remedy get?

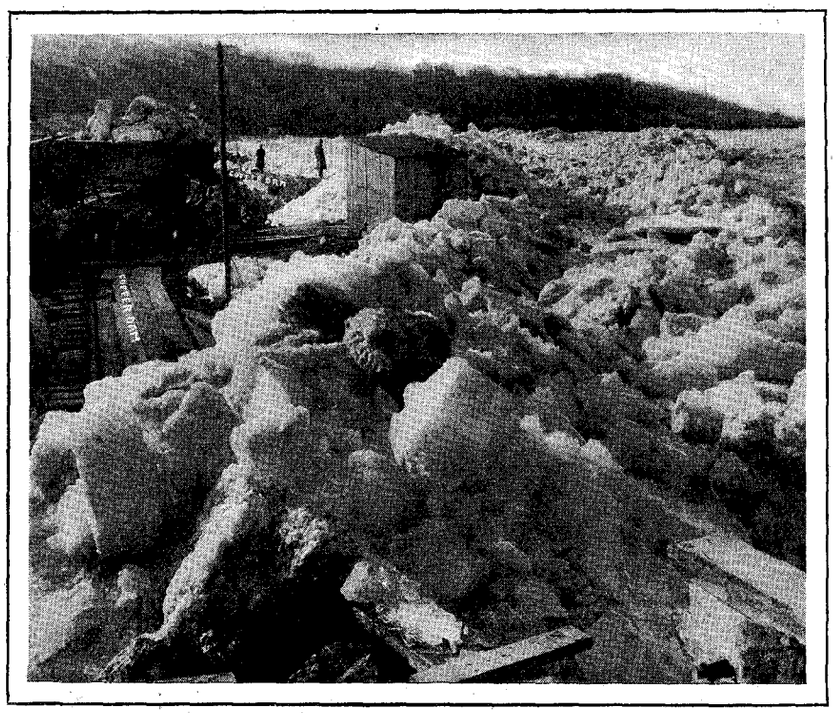
"And yet," he continued, "we are already, in effect, dumping our coal into the ocean at the above rate, and will continue to do so until constructive statesmanship joins with our best economic and engineering abilities and corrects the present situation.

"To be able to tell the public," he concluded, "that power from the St. Lawrence River, whose drop is only 1.8 feet per mile, can now be developed cheaper than the average new costs at Niagara, where the drop is thirty times as much per mile, is stating a fact that should challenge the immediate and everlasting attention of every one having the welfare of our people at heart."

ICE, THE ARCH ENEMY OF HYDRO-ELECTRIC ENGINEERS

The St. Lawrence project is described as the biggest single engineering project, socially and economically, ever proposed in the history of mankind.

The Cooper plan proposes plants so designed as to be capable of producing their full quota of power energy all the year around, without any interruption. For its author points out that power



IN THE ST. LAWRENCE, ICE SHOVES OF AT LEAST EIGHT TIMES THE VIOLENCE HERE SHOWN WILL HAVE TO BE SUSTAINED DURING AT LEAST FIVE CONSTRUCTION WINTERS

that is intermittent and useful for only a part of the year will not build up industry and is not salable in this particular territory. Continuous power, however, involves a solution of the ice problem. The vast masses of ice that rush down the river during spring (a flood of 675,000 tons of ice per hour) for as long as perhaps ten days at a time must be automatically handled and kept away from the turbines and intake works of any plant in its path if the plant is to be kept operating.

This onrush of ice represents over 10,000 tons a minute, or 250 car-loads a minute, or a train-load every fifteen seconds. Colonel Cooper has coped successfully with the ice-shoves at Keokuk, Niagara, and elsewhere. He has safeguarded his construction work during the perilous spring months, and has safeguarded the finished plants against the violence of ice floods.

What he has done in the past he proposes to duplicate in the St. Lawrence project.

He is very strongly in favor of the very highest and best navigability of the St. Lawrence that can be produced, and has recommended a thirty-foot depth as against the twenty-five-foot depth recommended by the Government engineers.

A PERSONALITY THAT COMMANDS CONFIDENCE

Hugh L. Cooper was in uniform from the beginning of America's entry into the World War until the armistice. He went in as a major of engineers and came out a colonel. He was in France for sixteen months. As base engineer at Bordeaux he commanded 20,000 troops, and was cited by General Pershing for exceptionally meritorious and conspicuous service.

He began studying hydraulics as a boy about his father's grist-mill in Minnesota. At the age of sixteen he built a bridge across the creek on which the mill was located, and, as he puts it, "the thing stayed up by the grace of God and the force of habit." He has been building and designing engineering works ever since he was twenty, and went into hydroelectric work as a specialty nearly thirty years ago. Seventeen years ago he was commissioned to build a coffer-dam above Horseshoe Falls, and skeptics said it couldn't be done. While the work was under way he was compelled to look into a project elsewhere, and one day he was summoned back to Niagara Falls in a hurry. Word had come that his men had quit because the cribs were shaking and were about to go down the falls.

Arriving at the scene, Cooper made his way out to the end of the temporary structure. He filled a glass with water and placed it at the very end of the structure. To the amazement of the men, the water in the glass did not move. Convinced that the structure was secure, and with renewed confidence in their chief, they returned to their work, and for the rest of the day, during breathing spells, they might have been seen balancing pennies on the end of the structure to demonstrate that it was free from the slightest tremor.

Whether Colonel Cooper is talking to a gang of workmen at the scene of construction, or to railway presidents, or politicians, or financiers, or to an international commission, he has the knack of inspiring confidence. He has thrown a flood of important light on the subject of rivers, and has led many skeptics to revise their indifferent attitude toward the St. Lawrence project.

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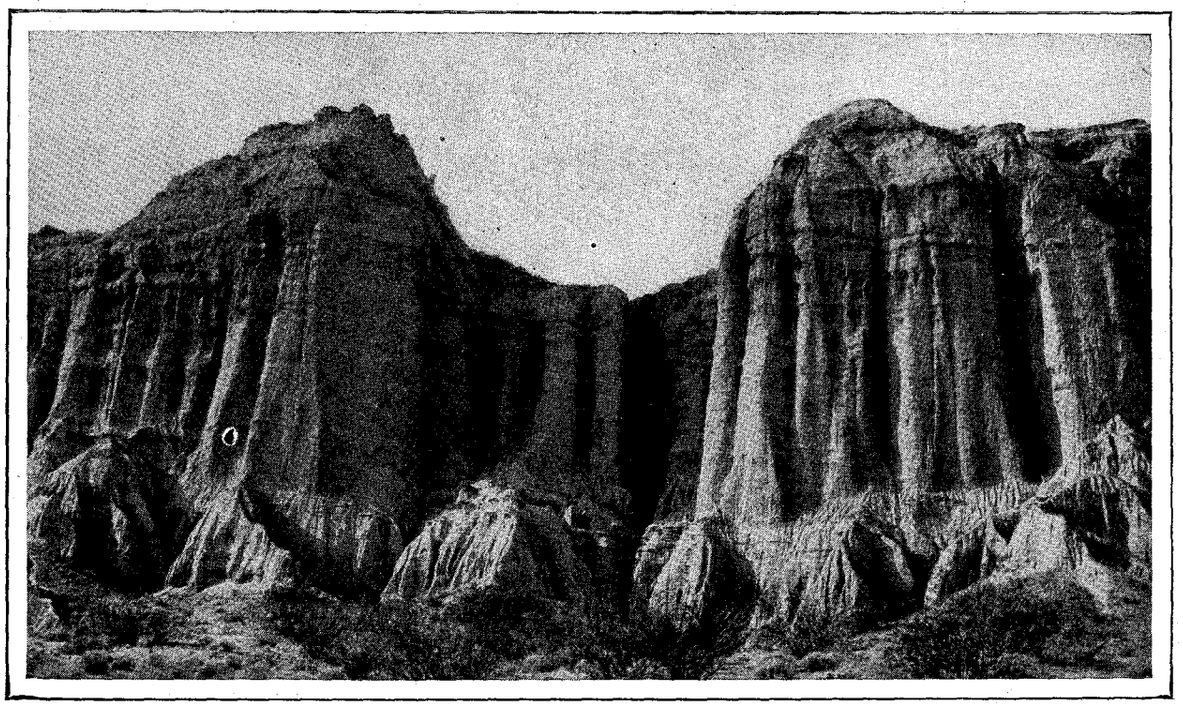
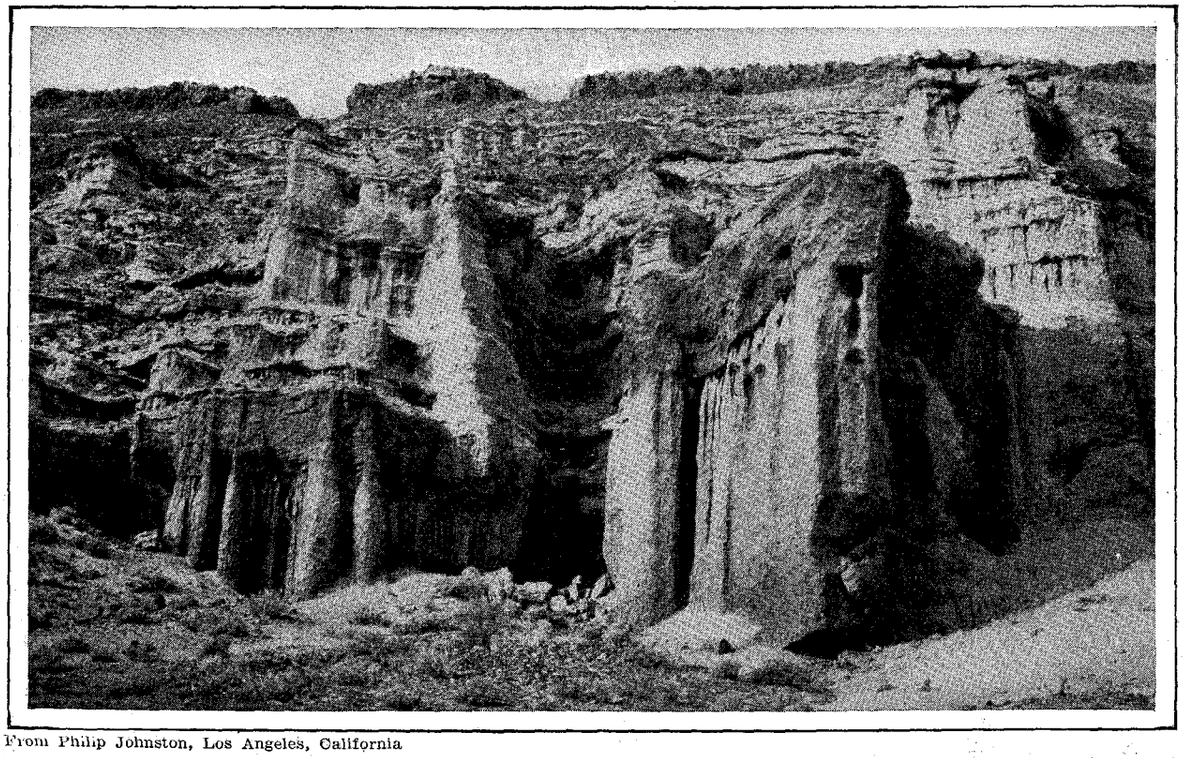


THE PILLARS OF HERCULES, RED ROCK CANYON, KERN COUNTY, CALIFORNIA



From Philip Johnston, Los Angeles, California

THE CLOSED CATHEDRAL, RED ROCK CANYON

The variety of formations in Red Rock Canyon, which is situated in southern California, is very great, and the colors in the Canyon under varying lights are often exceedingly beautiful. The formations shown in the above pictures are characteristic of this remarkable Canyon

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THE BOOK TABLE

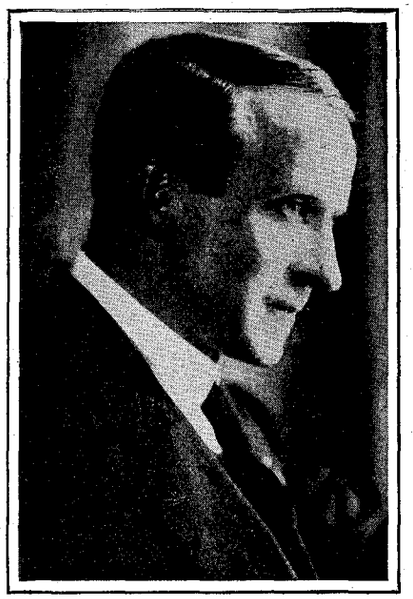
THE HISTORY OF THE GREAT WAR[1]

BY WILLIS FLETCHER JOHNSON

"I CANNOT tell you what it is," said Goethe, speaking of beauty, "but I can show it to you." Perhaps I should modestly hesitate to say in a word precisely what history is, seeing how many and how great authorities have discussed the matter and have disagreed upon it; but I should have no hesitation in showing it to the inquirer in these four opulent volumes of Colonel John Buchan. For they are history. They are not, like other works which have appeared from various sources since the Great War, an apology, explanation, or attempted vindication of one country for its conduct in the war, nor an arraignment of one for its misdeeds. Neither are they concerned with eulogium or indictment of an individual, soldier or statesman. They contain no trace of propaganda; no *argumentum ad captandum vulgus*. They are from Serajevo to the Forest of Compiègne a history pure and simple; nothing more, and nothing less.

The greater emphasis should be laid upon the fact that they are nothing less than history, for that implies a comprehensiveness which not all historical writings possess. A history of a war is no doubt primarily a record of military operations. But it would fall far short of satisfactoriness if it were to be confined thereto. For military operations are the outcome of political and diplomatic influences and transactions, and these latter are generally the results either of acute economic conditions or of long-cultivated designs of a nation or of its rulers. So, while Colonel Buchan begins his work with an account of what happened at Serajevo on Sunday, June 28, 1914, he does not neglect to remind us that that date was the anniversary of Kossovo, five centuries before, or to suggest the vital line of connection between the two. Still more to the point, he makes clear the social, political, and economic conditions of the nations of Europe in 1914, diagnosing with penetrating vision the civic maladies from which they suffered; and, above all, he recalls the development since Bismarck's advent upon the scene of Germany's spirit, ambition, and designs. All these essential details form the background of the dramatic scene which formed the prologue of the World War. But with admirable discrimination these are employed at the beginning, and corresponding other details of personalities, politics, and economics are utilized all through the work merely as auxiliary to the central theme.

The work is, as every true history should be, interpretative as well as narrative. There are, no doubt, some narratives which are their own interpretation. Cause and effect are vivid in the act. But generally it is not sufficient to record that on such a date, at such a place, such and such persons did such and such things. These things must of course be recorded. Dates and names are as necessary in history as numbers are in a mathematical problem. But just as in the latter case we must know which numbers mean bushels of wheat and which mean dollars and cents, so in the former we must know the significance of the dates and names, the antecedents and the consequences of the acts. In this feature of his work Colonel Buchan greatly excels. Those who hold that true history must await posterity for authorship may reckon that it was in spite of the fact that he wrote his history at the very time when it was being made in chancelleries and on battlefields (but I prefer to think that it was because of that fact) that he had and that he shows throughout these volumes so keen an appreciation of causes and effects and other relationships, and that he developed so admirable a faculty of presenting them to his readers in a lucid, logical, and convincing manner.



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JOHN BUCHAN

The reminder of Kossovo, in the very first paragraph, is typical. The historian is always and everywhere mindful of the ancient associations of the scene. Asia Minor is not to him merely one of the battlefields of the Great War. It is the familiar stage upon which Darius and Alexander and Xenophon enacted their mighty dramas. Ypres is reminiscent of Malplaquet in more respects than one. All Flanders recalls the memories of Marlborough, of Napoleon, of Wellington. So the Niemen, Sedan, South Africa, Egypt, every region and every locality involved in the Great War, is opulent with ancient lore, all pertinent to this latest enactment. Thus the present history is made a logical continuation of other great histories beginning with that of the Master of Halicarnassus, precisely as the war which it records was the culmination of innumerable earlier conflicts ever since man learned the art of slaying fellowman.

This amplitude of vision naturally conduces to one of the most precious gifts of the historian, to wit, a sense of proportion and a judicial estimation and appraisement. Innumerable temptations to extravagance of speech abounded through the war, and doubtless appealed as strongly to Colonel Buchan as to any other sentient and sensitive observer. Yet his pages contain few adjectives and very few superlatives. He makes the qualities of men and things speak for themselves, and he does this with a sincerity and a directness that inspire the narrative with a keener vitality and invest it with a richer coloring than could possibly be given to it by a mere rhetorician though he should exhaust the resources of the vocabulary in the attempt. Everywhere there is the mark of that restraint which is possible only to the truly strong. And this applies not only to the verbal expression, but equally, and even more notably and admirably, to the judgment expressed. Infallible impartiality of judgment is never to be found in human writings, not even—I am tempted to say, least of all—in the writings of professed neutrals. And John Buchan assuredly was and is no neutral. But a partisan, however intense, is not necessarily blind or prejudiced. The mightiest conqueror may be the most merciful to the conquered, and the strongest partisan may perceive most acutely the faults of his own and the merits of the opposing side.

There is, it seems to me, neither in theory nor in practice justification of the common dictum, that true judgments must be deferred until long after the events. There is in nature no convincing reason why the actual spectator or even the participant cannot perceive as accurately and estimate as justly as he who, long afterward, learns of his theme through hearsay and tradition, with all the possibilities of error and probabilities of prejudice that such processes afford. There is a familiar game of children, used also as a social diversion among their elders, which consists in passing in a whisper from person to person throughout a numerous company some simple anecdote. By the time it has thus been repeated by a score of tongues to as many ears and has "swung round the circle" to the starting-point it is generally so transformed as to be

[1] A History of the Great War. By John Buchan. With Introduction by Major-General J. G. Harbord, U. S. A. 4 vols. Houghton Mifflin Company, New York. $20.

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scarcely recognizable by its author. Some of the most biased and unjust of histories have been written generations after the events which they record, while from Thucydides, Xenophon, and Cæsar down to Grant and Sherman the personal narratives of really great men have been conspicuously instinct with sanity and impartiality of judgment as well as with technical accuracy of fact.

To certain salient features of the narrative of the Great War the reader will instinctively turn, and from the author's treatment of them will judge the trustworthiness of the entire work. Conspicuous among these are responsibility for the outbreak of the war; credit for the first Battle of the Marne; the reign of "frightfulness" in Belgium and France; the Gallipoli fiasco; the influence of American participation; the condition of the German forces at the end of the war; and the terms and conditions of the armistice. Space would not permit me here to cite at length Colonel Buchan's views upon all these subjects, but there can be no hesitation in saying that his presentation of them is the most convincing that has been made, and that it exactly accords with the preponderance of judgment of the best-informed authorities in all the nations concerned. To two of them, however, because of their pertinence at the present moment, I must advert. The one is the condition of the German army in November, 1918: "The Germans were indeed beaten. The armistice was a thing sought by Germany under the pressure of dire necessity to avoid the utter destruction of her armed manhood. It would have come about though Mr. Wilson had never indited a single note. In the field, because she could not do otherwise, she made full and absolute surrender." That will be the everlasting judgment of the world against the impudent pretense of German militarists that just because the troops were permitted to march back home with colors flying they were never defeated in the field, but were betrayed by false diplomacy.

The other point is closely related to this—the terms of the armistice and its alleged relation to American "promises." On this the author is splendidly specific: "It is necessary to be clear as to the exact significance of the terms of capitulation, for strange conditions have since been read into them by critics of Allied policy. These terms meant precisely what they said—so much and no more. Mr. Wilson's Fourteen Points were not a part of them; the armistice had no connection with any later treaties of peace." We owe a debt of gratitude to Colonel Buchan for that unequivocal statement of fact, which will stand as a sufficient answer to the disingenuous whining of the Germans about the "betrayal of their trust in the pledges of the American Government." There was no betrayal because there was no trust, and there was no trust because there were no pledges.

I should feel myself remiss in duty as well as neglectful of opportunity if I let this remarkable book pass from consideration without another grateful tribute to the language in which it is written as a medium of history. We may ungrudgingly concede that for some worthy purposes other languages have certain advantages over our own. But surely for historical narrative the English language stands unrivaled. I mean of course what is too often referred to with scorn as "classical" English—the English of the King James Version and of the great writers of the Elizabethan and Victorian eras. It had and has the supreme merits of being simple, concise, and explicit, in contrast with the sophisticated, diffuse, and equivocal stuff which is to-day put forward by its critics. Of that unrivaled instrument Colonel Buchan has shown himself a master, clear titled to the succession to Motley and Green and their compeers and predecessors. He does not strive for the splendid sonorities of Gibbon or for the "purple patches" of Macaulay, though on occasion he touches artistic heights and sounds dramatic depths not unworthy of those masters; but there is a sustained standard of simple eloquence in his speech which not many historians even in the golden age of letters have rivaled. Let me cite a few passages, taken at random and without searching. One, on the downfall of William Hohenzollern:

> History has not often recorded a fall from greater heights to greater depths. The man who had claimed to be the vicegerent of God on earth, and had arrogated to himself a power little short of divine, now stole from the stage like a discredited player. Other kings and leaders who have failed have gone down dramatically in the ruin they made, but this actor of many parts had not the chance of such an exit. His light, emotional mind and his perverse vanity had plagued the world for a generation, and had now undone the patient work of the builders of Germany. Like Lucian's Peregrinus, his life had been dominated by a passion for notoriety; but, unlike that ancient charlatan, he could not round off his antics on a public pyre.

This, the portraiture of a very different character from the Kaiser of the Huns:

> One figure alone among the commanders on any side stands out in the full heroic proportions. By whatever standard we judge him, Ferdinand Foch must take rank among the dozen greatest of the world's captains. Long before the outbreak of the war he had made himself a master of his art, and a happy fate gave him the chance of putting into practice in the field the wisdom he had acquired at leisure. Few soldiers have been more learned in their profession, and few have worn their learning more lightly. His broad, sane intelligence was without prejudice or prepossession. He turned a clear eye to instant needs, and read the facts of each case with a brave candor. But he did not forget that the maxims of strategy are eternal things, and he brought his profound knowledge of the past to elucidate the present.

Again, two passages between which spans the whole tremendous story. The one at Serajevo, June 28, 1914:

> About ten minutes to eleven, a young man pushed forward from the crowd on the sidewalk, and fired three pistol shots into the royal car. The Archduke was hit in the jugular vein, and died almost at once. His wife received a bullet in her side, and expired a few moments later in the Government House, after receiving the last sacraments. The tumult of the fête day was suddenly hushed. The police were busy in every street, laying hands on suspects, and in an impassioned proclamation to the awed and silent city the Burgomaster laid the crime at Serbia's door.

The other, on the battle front, November 11, 1918:

> The minutes passed slowly. An occasional shell, an occasional burst of firing, told that peace was not yet, but there were long spells of quiet, save in the American area. Officers had their watches in their hands, and the troops waited with the same grave composure with which they had fought. . . . At two minutes to eleven a German machine gunner, after firing off a belt without pause, was seen to stand up beside his weapon, take off his helmet, bow, and then walk slowly to the rear. Suddenly, as the watch hands touched eleven, there came a second of expectant silence, and then a curious rippling sound which observers far behind the front likened to the noise of a light wind. It was the sound of men cheering from the Vosges to the sea. After that peace descended upon the long battlefield. A new era had come, and the old world had passed away.

One more brief passage will illustrate the impartial sanity and compelling authority of judgment to which I have already referred as one of the noblest qualities of this or indeed of any history. It is taken from the author's summing up of the results of the war:

> History will not deny to Germany the credit of a tremendous achievement. She alone at the start showed a proper boldness in conception, a proper vigor and tenacity in execution. . . . But as the skies darkened above her, and the numbers and the armament of her enemies increased to a fatal preponderance, she rose to a greatness which had been wanting in her first magniloquent dreams. Her people suffered extreme hardships patiently, and did not break until they were assured of defeat. Her armies showed, both individually and in the mass, the utmost valor and resolution. . . . Her chief blunder was in her statesmanship. . . . Her calculated barbarities sickened the world and turned neutrals into enemies; her clumsy propaganda weakened the impression of power which her victories had created; she lit revolutions to destroy her opponents, and scorched her hands in their flame; above all,

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she forced America, unwilling and unready, into the conflict. . . . The policy of Germany throughout the war was of a piece with her diplomacy before 1914, an invitation to the hostility of mankind.

These citations will abundantly confirm my characterization of the entire four volumes, and will explain why I have chosen to call Colonel Buchan's work "*The* History of the Great War," instead of merely "*A* History," as he modestly does on the title-pages. There are many other histories of the war and of parts and phases of it. There will be many more. There may some day be one superior to this, but that day is not yet. Down to this present moment Colonel Buchan's is distinctively and without challenge "The History of the Great War."

THE NEW BOOKS

FICTION

CAVE WOMAN (THE). By Norval Richardson. Charles Scribner's Sons, New York. $1.75.

Mr. Richardson has spoiled what might have been an effective and well-written novel by conceding an unnatural "happy ending" which not only distorts the moral quality of the story but utterly deprives it of any verisimilitude. This in itself is a great pity, since he has conceived a highly dramatic situation and an original and powerful character, a woman of great beauty and wealth, of no cultivation, of enormous physical passion and imperturbable egotism. The story concerns itself with her campaign to acquire as her husband a decent and unsuccessful young writer who is already happily married and the father of a small child. That she ultimately does so acquire him is due to his complete weakness of character, a fact of which the author seems totally oblivious, and the intolerable happy conclusion which restores him, largely through the long arm of coincidence, to his original happiness is exceedingly disappointing. If the novel were badly written, as badly written as it is constructed, there would be little cause for regret. But the author writes well, he manipulates drama skillfully, he projects character vividly, and he has ideas. For these reasons his compromise is unworthy.

BIOGRAPHY

IFTY-ONE YEARS OF VICTORIAN LIFE. By the Dowager Countess of Jersey. Illustrated. E. P. Dutton & Co., New York. $7.

The author describes herself as "an arly Victorian child." Her recollecions go back to the Crimean War. She raveled extensively and describes Inia, New Zealand, China, and Japan icturesquely. Among the men she new are Stevenson, Thomas Hughes, roude, and Lowell.

MUSIC, PAINTING, AND OTHER ARTS

MERICAN WATER-COLOURISTS. By A. E. Gallatin. Illustrated. E. P. Dutton & Co., New York. $15.

The work of Whistler, Homer, Sarent, Marin, Macknight, Demuth, and ther masters of water-color painting is here characterized and presented in text and illustration which are worthy of the delicate art exemplified. Mr. Gallatin's review of the masters whom he has selected for inclusion in the volume presents a finely balanced interpretation of their art, and will enhance his already well-established reputation as a critic. The admirable typography of the book calls for special mention of its producers, Messrs. Bruce Rogers and William E. Rudge.

HISTORY AND POLITICAL ECONOMY

HISTORY OF THE PILGRIMS AND PURITANS. By Georgia D. Sawyer. 3 vols. The Century History Company, New York.

This work is handsomely printed and abundantly—almost superabundantly—illustrated. The author has had the advantage of the editorial assistance of Dr. W. E. Griffis, who, as is well known, is a high authority on the general subject involved. The work follows carefully and in detail the settlements and voyages of both the Pilgrim and Puritan groups. It describes the conditions of life in the two colonies, the experiences of the settlers with the Indians, and early New England history generally. The spirit of the book is inferred from its initial statement that the Pilgrims and Puritans "were heirs and defenders of what was most distinctive in our Anglo-Saxon heritage, and this precious heritage they carried across the Atlantic."

POETRY

MOONLIGHT AND COMMON DAY. By Louise Morey Bowman. The Macmillan Company, New York. $2.

The lyrical quality of Louise Morey Bowman's "Moonlight and Common Day" is always evident in spite of the fact that she often employs free verse as a medium of expression. And because she is essentially lyrical her best work is to be found in those poems of ordered meter rather than in the freer forms, which, indeed, she does not employ in any particularly distinguished fashion. Her talent is a small bubbling one which is most successful when it does not attempt to overreach itself and climb into altitudes that are beyond its strength.

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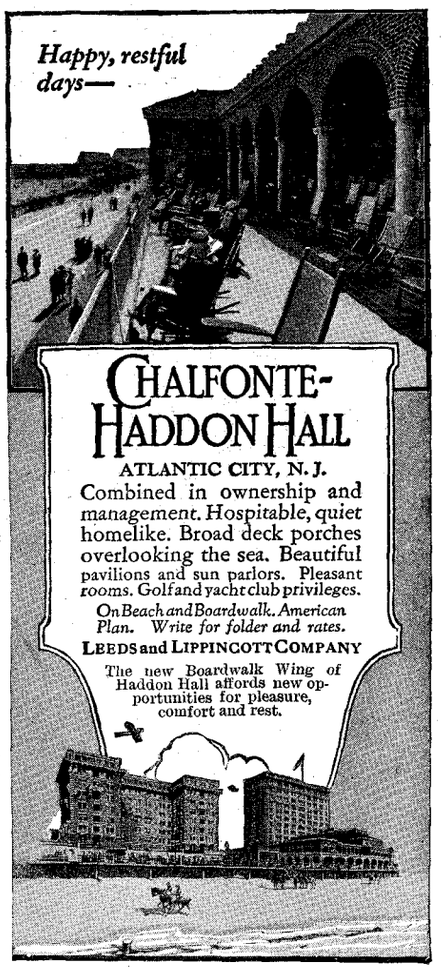
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ENTERTAINMENTS

PLAYS, musical comedies and revues, minstrel music, blackface skits, vaudeville acts, monologs, dialogs, recitations, entertainments, musical readings, stage handbooks, make-up goods. Big catalog free. T. S. Denison & Co., 623 So. Wabash, Dept. 74, Chicago.

EMPLOYMENT AGENCIES

WANTED—Teachers all subjects. Good vacancies in schools and colleges. International Musical and Educational Agency, Carnegie Hall, N. Y.

STATIONERY

UNUSUALLY desirable stationery for any type of correspondence. 200 sheets high grade note paper and 100 envelopes printed with your name and address postpaid $1.50. Samples on request. You can buy cheaper stationery, but do you want to? Lewis, 284 Second Ave., Troy, N. Y.

OLD Hampshire bond: 100 sheets (6¼x7) and 75 envelopes, printed, $2 delivered. Franklin Printery, Warner, N. H.

TWOFOLD "ARISTOCRAT" STATIONERY, for business or personal use. 100 sheets, 75 envelopes, 3¾x7½ fine bond paper $1.49, printed with your name and address. Add 10% West of Denver. PARAMOUNT PAPER CO., Dept. H 2, Kalamazoo, Mich.

ENGRAVING, printing. Cards, invitations, letterheads. Anna Wildman, The Clinton, Philadelphia.

HELP WANTED

Business Situations

HOTELS NEED TRAINED MEN AND WOMEN. Nation-wide demand for high-salaried men and women. Past experience unnecessary. We train you by mail and put you in touch with big opportunities. Big pay, fine living, interesting work, quick advancement, permanent. Write for free book, "YOUR BIG OPPORTUNITY." Lewis Hotel Training Schools, Suite 5842, Washington, D. C.

EXCEPTIONALLY attractive girls' camp can use efficient field secretary; also councilors with following. 3,242, Outlook.

Teachers and Governesses

NURSERY governess. French or Swiss Protestant; must have intelligence and patience. Permanent position in country; two children, 4 and 7. References required. Mrs. H. Chambers, River Road, Louisville, Ky.

SITUATIONS WANTED

Professional Situations

NURSE, trained, Protestant, desires position with semi or chronic invalid. Experienced traveler. 3,247, Outlook.

SITUATIONS WANTED

Business Situations

YOUNG man with a wide and varied experience in child welfare work, recently superintendent of an orphanage, desires executive or sub-executive position. Conversant in French, Italian, and German. Capable grade school teacher. Best of references. 3,038, Outlook.

WELLESLEY graduate, traveled and experienced, desires position as secretary to man or woman of letters. Address 3,246, Outlook.

Companions and Domestic Helpers

ENGLISH lady would like position as useful companion, or would take entire charge of one child. Capable, experienced, traveled, good shopper, also excellent needlewoman. New York preferred. 3,203, Outlook.

CULTURED woman, Christian, experienced traveler, would like position as companion to lady going abroad for the summer months. Capable of arranging and managing trip. 3,232, Outlook.

MIDDLE-aged lady desires position as companion to elderly lady. Will travel. Mrs. F. Anderson, 192 Caroline St., Derby, Conn.

POSITION as useful companion, chaperon, hostess. Will travel for expenses or consider any position of trust. References. 3,234, Outlook.

LADY of middle age desires position of housemother in widower's family where children need care. Experience with children of all ages. Can furnish best of references. 3,237, Outlook.

LADY (40) desires position—chaperon young girl, care infant, or assume charge home and motherless children or during mother's absence. Thoroughly experienced. Excellent references. 3,238, Outlook.

LADY desires position as companion, secretary, art work, or housekeeping; is capable and experienced. 3,240, Outlook.

ENGLISHWOMAN as companion or chaperon to England. Expenses only. Highest references. 3,243, Outlook.

REFINED young lady, willing to travel, desires position as companion-secretary. 3,249, Outlook.

COMPANION or governess. Young woman (German) of refinement, having been in royal family and several years Western boys' school, wishes position of trust; traveling companion to lady, chaperon, or charge of home. 3,250, Outlook.

SITUATIONS WANTED

Companions and Domestic Helpers

SECRETARY-companion to young woman living alone. Would take entire charge housekeeping or travel. Attractive personality. Highest city references. 3,239, Outlook.

Teachers and Governesses

TUTOR-governess. Special success with boys—outdoor life. Take full charge in parents' absence. Long New York and Paris reference. Good sailor. Spanish and French. 3,235, Outlook.

HIGH school teacher (English, sciences, mathematics) will give the best in him to any camp, summer school, or individual students. 3,241, Outlook.

EDUCATED, experienced woman desires position as governess and mother's assistant. 3,244, Outlook.

TEACHER—experienced. Special attention to elementary work. English for adults. 3,245, Outlook.

EXPERIENCED, cheerful teacher will travel as companion to woman or tutor child 7-10 years old for six weeks, beginning July 2. 3,248, Outlook.

MISCELLANEOUS

TO young women desiring training in the care of obstetrical patients a very thorough nurses' aid course of six months is offered by the Lying-In Hospital, 307 Second Ave., New York. Monthly allowance and full maintenance is furnished. For further information address Directress of Nurses.

BOYS wanted. 500 boys wanted to sell The Outlook each week. No investment necessary. Write for selling plan, Carrier Department, The Outlook Company, 381 Fourth Ave., New York City.

MISS Guthman, New York shopper, will shop for you, services free. No samples. References. 309 West 99th St.

FOR adoption, boy, 3 to 4½ years old, good Protestant stock. Unusual opportunity. Arrangements through Dr. Louis Fischer, 33 West 73d St., New York City.

M. W. Wightman & Co. Shopping Agency, established 1895. No charge; prompt delivery. 25 West 24th St., New York.

FREE TUITION—including even board and room, to young women ages 18 to 35 learning in New York City or Chicago institutions a recognized profession paying $200 month salary on graduation. Apply for details to 1101 Times Square Bldg., N. Y. C., or 1515 Capitol Bldg., Chicago.

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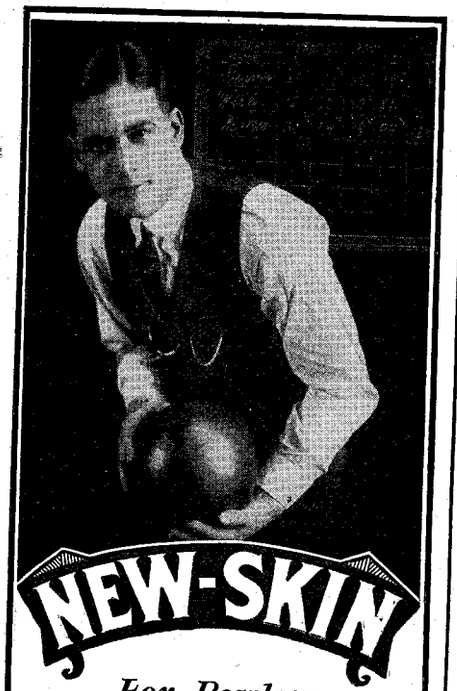

For Bowlers

Keep New-Skin on hand and apply it before you start to bowl. Protect thumb and finger-tips with its tough, elastic film.

No blisters, no sore spots mar your enjoyment when New-Skin takes the rubs. It allows perfect freedom of joints and knuckles—helps your score.

15c. and 30c. *At all Druggists*

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Finest climate in Florida

Pure, wholesome drinking water.

Private baths, elevator, steam heat.

Excellent table. Exceedingly comfortable rooms.

Through Pullmans.

Fishing and boating.

Boats for Anclote River trip start from the wharf in front of hotel.

Reasonable rates. Booklet.

GEORGE Q. PATTEE, Proprietor

BY THE WAY

RAILWAYS in India are compared with those of America in an article in the "Railway Age." American methods are now being followed on Indian railways, it seems, with certain exceptions. "Even in a country like India," the article says, "the primitive conditions of the usual sleeping car in America are not found. There are certain other points in which railway conditions in India are better than those in America. Many an Indian engineer at $20 a month is far less rough in starting and stopping a train than most engineers in America drawing many times this pay. It often feels like a young collision when the train starts or stops in America."

From "Judge:"

"Are the directions clear to you now, Jefferson?" "Yes, sah, all except one thing, doctah. Was I to take dose little pills externally or befo' meals?"

That even leading persons in the United States possess little or no knowledge of Canada owing to the disinclination of the American press to notice Canadian affairs, and that this circumstance does not make for mutual understanding, was the contention of the Hon. George P. Graham, Canadian Minister of Defense, in a recent address. Of fifteen men delegates to a political convention whom Mr. Graham had met on a train in New York State recently and interrogated, only one could name a Canadian public man, he said, and this man's knowledge was limited to the fact that "a Mr. Laurier had been Governor-General of Canada." He was, of course, Premier.

President Harding has some queer callers. One of the queerest is described in the newspapers as having been intercepted by secret service men recently before he obtained a hearing. He was a huge Negro from Kansas, and called himself "Isaiah Minor, prophet." Those words were inscribed in gold letters on his collar. A sword hung from his waist, while his ample shoulders bore a gorgeous cloak embroidered with stars and crescents. The detectives, scenting trouble, invited him to "confer with the Twelve Apostles" and carried him to the Washington Asylum for the conference. "He left in a chariot, like the prophets of old," says the newspaper chronicler, "but in a chariot with barred windows and a clanging bell." If we remember rightly, the prophets, with the exception of Elijah when he was translated, are not recorded as using chariots.

An article on after-dinner oratory in the New York "Times" gives the following speech by a Hoosier schoolboy as one of the best examples of the art:

"I was told that I was expected to make a speech. But I know nothing about making a speech. Speech-making is not in my line. I can't do it. Others seem to know how to make a speech, but I can't make one. I told my father thi afternoon that I was to be called on fo a speech, but I did not know how to do it. Father said: 'Son, get on your feet; say you do not know how to make a speech, and then sit down gracefully.'"

Other examples of after-dinner speeches quoted in the article above mentioned are as follows:

At a banquet when Ethel Barrymore was down for a speech the toastmaster announced that the assembled company "would now hear a famous actress for nothing who, when she appeared in the theater, charged $1.50 for each seat." Miss Barrymore rose to her feet and said: "You are mistaken. My price is $2." Then she sat down.

A Rotary Club toastmaster who won the enthusiastic approval of his audience was even briefer in his introductions. "He would introduce a speaker, and then say: 'Stand up! Sit down!' That was something like it!"

Emphasizing the virtue of persistence, Mrs. Kathleen Norris says, as quoted in the Boston "Advertiser:"

"When my husband was a magazine editor in 1910, a certain battered and travel-worn story, a novelette, came to his office, and was immediately rejected. Two years later, when he was on another magazine, the story reappeared. It was unchanged, the same little child story of optimism and hope. This second magazine paid a very small sum for it, and it was serialized.

"That story, rejected for I don't know how many years, by I don't know how many magazines, was a success. It was put into book form, and more than half a million copies were sold. It was made into a play, into a film. It brought its writer more than one hundred thousand dollars. But suppose she had stopped short of that magazine? She would now be one of the thousands of women who say: 'I did try. But I didn't get anywhere. And yet—I know I can write!'"

At "Life's" celebration of its fortieth anniversary one of the stories told was of a call made by President Wilson at "Life's" office, while he was passing through New York, to see a former classmate in college, Robert Bridges. He asked Dennis, the elevator man for almost forty years, if Mr. Bridges were in and was told that Dennis would see.

"What name?" asked Dennis.

"Just say the President," remarked Mr. Wilson.

"President of what?" asked Dennis.

Then Mr. Wilson gave Dennis his card, on which was inscribed "The President, Washington," and Dennis took it upstairs. He came down in a few minutes with the word that Mr. Bridges was out, and Mr. Wilson left. It was not until an hour later that Dennis realized whom he had been entertaining unawares, and consternation reigned in the Life Building when he told of it.

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